

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 1997

A full-page background image of a diver underwater. The diver is on the left, looking towards the camera. A bright flashlight beam from the diver illuminates the water, creating a large, bright area in the center and right. The water is dark blue and filled with bubbles. The diver's face and part of their gear are visible in the lower left.

## BATTLE STATIONS!

Can You Pass  
This Test?





Photo by PHAN Timothy C. Ward

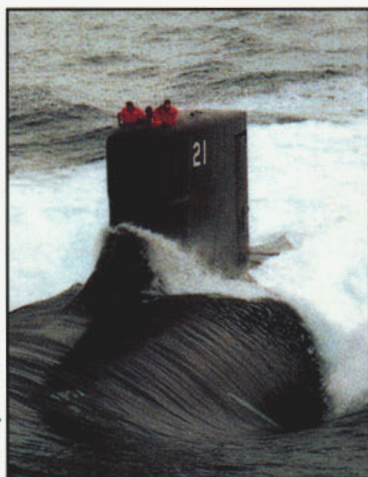
SM3 Felix Dominguez, who is stationed aboard USS Constellation (CV 64), signals by flashing light to other battle group ships. Constellation and the embarked air wing are deployed to the Arabian Gulf to enforce no-fly zones and monitor commercial shipping in the region.

ALL HANDS

# November

Number 968

Photo by Jim Brennan



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Photo by PH1 James Hampshire

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Photo by PH1 Lance Kirk

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A recruit plunges into the RTC swimming pool during the "Abandon Ship" evolution during Battle Stations. (Photo by PH1 James Hampshire)

ALL HANDS

On Line

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<http://www.chinfo.navy.mil/navpalib/allhands/ah-top.html>





# Sailors rescue crash



Photo by PH2 Rex B. Cordell

▲ Aerial views of Sasa Valley, Guam, where Korean Airlines Flight 801 crashed on the early morning of August 6, 1997.

► U.S. Navy, Air Force, Coast Guard and civilian rescuers remove a survivor from the wreckage.



Photo by PH3 Michael A. Meyers



# victims

*"Every member of the crew set aside their emotions and got the job done."*

— LT Eric Saddler



Photo by PH3 Michael A. Meyers

▲ U.S. Navy and Air Force rescue personnel stand by to assist in the evacuation of casualties of Flight 801.

## *When Duty* **Calls**

### Korean Airlines Flight 801 Crashes in Guam

**W**hen help arrived on the scene in Guam, the only available light was the intense burning of wreckage. Weather conditions were poor and it was night.

Korean Airlines (KAL) Flight 801 enroute from Korea, went down during its final approach to Agana International Airport, carrying 225 adults, six children and 23 crew members. The plane crashed in the dense jungle known as Sasa Valley.

Officials in Guam immediately called the U.S. military for help. The response was quick.

Navy resources across Guam faced the grim tasks of searching for and recovering the victims of the civilian Boeing 747 aircraft. The support teams also had to move scattered wreckage to avoid further injury. Getting to the survivors was no easy feat.

Naval Mobile Construction Battalion 133, temporarily stationed in Camp Covington, provided heavy equipment to get to the location on the ground. The crew built a road leading down to the crash site and provided a potable water tanker.

Rescue teams challenged the steep, muddy hills and braved the humidity to get to the survivors. The 33 passengers who survived the accident were transported by U.S. Navy helicopters to a triage unit set up at Naval Hospital Guam. In the early stages of the operation, Navy helicopters were the only means of transporting the patients from the crash site.

Helicopter Combat Support Squadron (HC) 5, based at Anderson Air Force Base, Guam, flew CH-46 *Sea Knight* helicopters to the site and provided aerial



surveillance along with Navy personnel from Commander, Naval Forces Marianas (COM-NAVMARIANAS). Together they transported many of the survivors from the rugged hillside to the medical centers Naval Hospital Guam and Guam --Memorial Hospital.

"My adrenaline was pumping, but my mind was always on the situation," said Hospital Corpsman 2nd Class Robert Powell, a crew member on HC-5's "Knight-rider 3." "The mission went very smoothly and the crew worked together very well," he said. "My job is to save lives, and that's what we did today."

LT Eric Saddler, pilot of "Knight-rider 11," hoped that somehow the event was a drill, especially since the details were sketchy when they launched and headed for the crash site. "It didn't seem real until we were actually there," said Saddler. "Even when it was light it seemed surrealistic, but I knew then that it was the real thing. Every member of the crew set aside their emotions and got the job done."

When Petty Officer 3rd Class Mike Spleen, crew chief of Knight-rider 11, arrived on the scene he also said that his training paid off, but he had his own way of dealing with the situation. "This is what we were trained to do



Photo by PH2 Rex B. Cordell

▲ Fire fighters use an ascent line to pull themselves up the steep slope from the crash site of Korean Airlines Flight 801.

and we did it. This is tragic, but look at the people we saved today."

The rescue teams faced many obstacles on this recovery mission, including typhoon Winnie passing off the coast of Guam.

"For seven days straight, it rained on us," said Equipment Operator 1st Class Sam Marotta of Navy Mobile Construction Battalion 40. "Winds were blowing at 25

mph through that valley and the skin of that aircraft was so thin it would start flying off. It was razor sharp."

Rescue efforts were complicated further by the risk of biological contamination.

"We had to wear a mask at all times, and gloves had to be changed constantly," said Marotta. "Most of us out here never experi-





◀ Navy medical personnel treat a survivor of Korean Airlines Flight 801 at U.S. Naval Hospital, Guam.



◀ Navy Constructionmen attached to Navy Mobile Construction Battalion 133 (NMCB-33) help build an access road to the crash site of KAL Flight 801.



▲ Exhausted rescuers take a well-earned break.



▲ A fuselage section of Flight 801 smolders after crashing on Guam.

enced anything like this."

A seven-member psychiatric team known as the Special Psychiatric Rapid Intervention Team (SPRINT) also deployed to provide mental evaluations and emotional support for those involved in the rescue efforts.

Other health care professionals from Naval Medical Center San Diego mobilized and were sent to

assist in the identifications of victims from the Korean jetliner.

"The response was excellent," said LT Calvin Braley, the medical center mobilization officer. The San Diego team was assembled and ready to go in less than 24 hours. Braley noted that a number of departments were required to act quickly and work long hours to ensure a successful mobilization.

Family members who were waiting for the airliner at Guam International Airport were ushered to the Naval Hospital Chapel for counseling and assistance by Navy Family Service Center personnel and chaplains.

Surgical teams from naval Hospital Yokosuka, Japan and Tripler Hospital, Hawaii were deployed and arrived in Guam to assist.

As families, friends and news agencies around the world struggled to get facts about the downed plane, Navy photographers were on the scene recording images. The photos were the first views news readers had of the accident's tragic aftermath.

The Navy also responded with a spill recovery team and four ambulances. Two fire trucks and about 30 fire fighters from Andersen Air Force Base were also on the scene, along with three ambulances and a rescue vehicle. A mobile kitchen was set up to provide an evening meal and 200 box lunches were prepared at the COMNAV-MARIANAS galley.

"The crews responded in an incredible manner," said LT Bill Riley, pilot of "Knightrider 10." "The work load was pretty high and hard, but we got the job done."

"Once we started getting patients into the helicopter, things were better for me," said Powell. "I'm glad so many of the people were alive." †

*Story compiled from various sources by Patricia Oladeinde, a staff writer for All Hands.*





# SEAWOLF

## The 21st Century Now

Story by JOSN Cristina Asencio, photos by PHC(SW) John E. Gay

**T**he common buzz in recent months regarding USS *Seawolf* (SSN21) read: "It's the first of its class, with unparalleled technology and stealth -- so something is bound to go wrong."

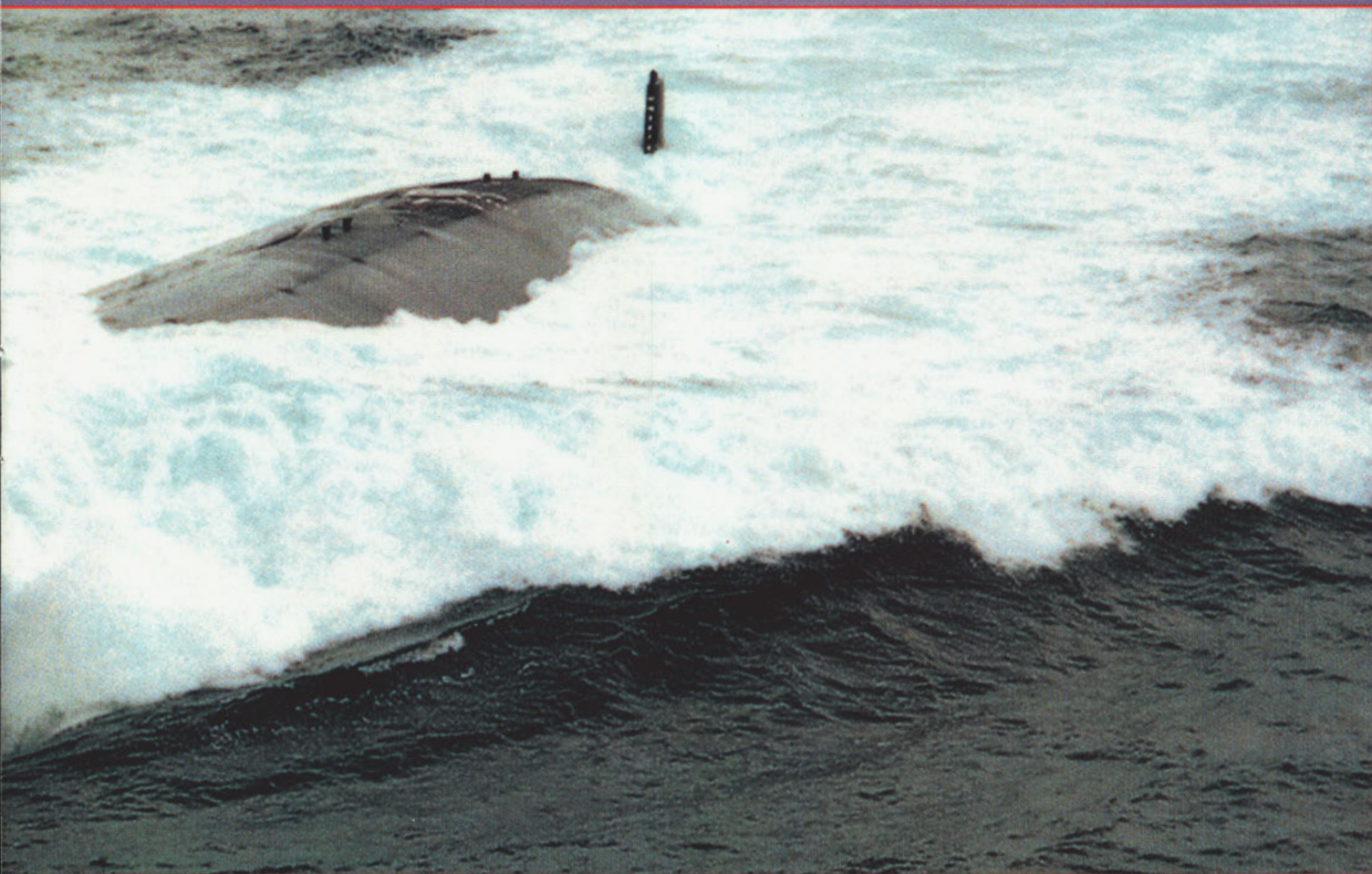
The commissioning of *Seawolf* met with just the opposite. Coming off a string of flawless sea trials, and a remarkably smooth news media embark, *Seawolf* and its crew had proven their worthiness, with several Sailors proclaiming, "We're ready!"

LCDR Robert Aronson, *Seawolf's* executive officer, compared the sub to a Corvette. "It goes fast and handles great -- but you don't have enough room for your stuff."

"I specifically asked to get stationed on *Seawolf*," Electronics Technician 1st Class (SS) Andrew Grudi said. "In my opinion, it's definitely ready for commissioning and the crew is anxious to get out to sea."

On that note, he quietly walked off the sub and took his place among the other 126





crew members standing on the dock.

The weather was perfect, with a translucent blue sky and temperatures in the 80s. General Dynamics Electric Boat Division transformed its lone graving dock into an amphitheater, complete with surround-sound speakers blaring Navy Band Newport selections. Rows of chairs lined each side of the deck to accommodate the anticipated 5,000 guests. World War II submarine veterans and "Generation X" Sailors sat side-by-side, swapping sea stories, and toying with the age old anecdote, "When I was your age, I ... "

There was laughter, eager anticipation and awe. Spectators peered in amazement

at the 353-foot submarine brightly decorated in red, white, and blue. Its hull was freshly painted with "21" shining in the sunlight.

In the mid 1980s, "21" was just a number thrown across a planning table at Electric Boat, part of a plan to create a state-of-the-art fleet of submarines to replace the Navy's *Los Angeles*-class subs. By the time *Seawolf's* keel was laid in 1989, the pre-commissioned unit had undergone several planning changes and revisions, everything from structure changes to the dates the first submarine would be built. In 1991, that "fleet" dwindled to three, the reason being post-Cold

War cutbacks and a tempo

**USS SEAWOLF • SSN 21**

**State  
of the  
Art**

**Seawolf is...  
the FASTEST, QUIETEST,  
and most HEAVILY-  
ARMED submarine  
ever made.**





▲ YN2 Gallentine (left), ETCM David Minnich (center) and ET2 Hal Crimm (right) make up the helm control team while underway.

conducive to meeting the technological needs of the 21st century.

Back to 1997 and the Navy band played on. It was time for the ceremony to begin. A hush fell over the crowd as the official party of The Honorable John H. Dalton, Secretary of the Navy, John K. Welsh, president of Electric Boat, the Honorable Donald L. Plusquellic, mayor of Akron, Ohio, *Seawolf's* sponsor city for the last two-and-a-half years and ADM Jay L. Johnson, Chief of Naval Operations, prepared to make their entrances.

CAPT David M. McCall, *Seawolf's* commanding officer since 1994, broke the silence. "Since we reported to *Seawolf* more than three years ago, everyone we have come in contact with has always had the same question, 'What is *Seawolf* like?'" he said. "I suppose [it's] a lot like a

newborn baby, possessing the best qualities and characteristics inherited from all its relatives."

The interesting thing is *Seawolf* is not like any other submarine. Sure it has a "guppy hull" and a sail like other submarines, but the description speaks for itself.

*Seawolf* can displace 9,137 tons when submerged and has eight torpedo tubes instead of four, which is a *Los Angeles*-class sub's standard armament. It can dive deeper and travel faster than any other submarine ever built.

Welch said it best with his remarks.

"*Seawolf* is the embodiment of new materials, new work processes, new construction techniques and more than three generations of new technology," he said. "These advances have obviously provided the ship with tremendous improvements in capability.

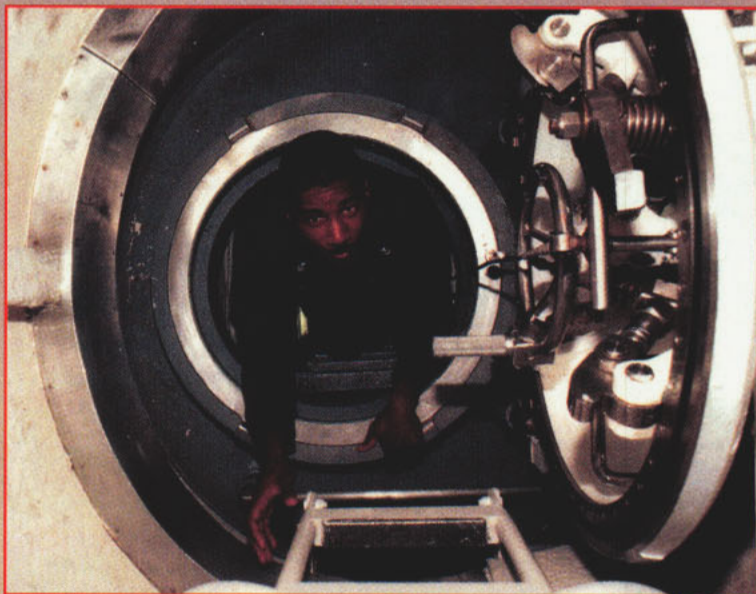
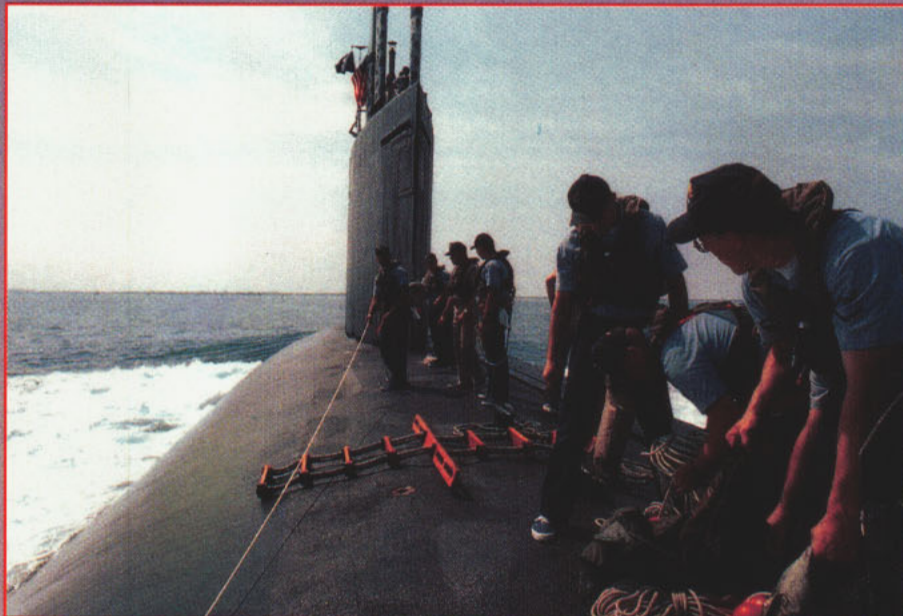


**USS SEAWOLF • SSN 21**

# A National Effort

**Seawolf is  
comprised of  
materials  
produced  
in 40 of the  
50 states.**

▼ Sailors carefully ready the lines as the Navy's newest nuclear powered attack submarine USS *Seawolf* (SSN 21) prepares to moor in Cape Canaveral, Fla.



▲ EM2 Keith Davis from St. Croix, Virgin Islands, egresses from the main hatch. *Seawolf* uses the latest technology in submarine warfare making it the fastest, most versatile submarine in the Navy's undersea arsenal.

► With the sound of a whistle and the ship's horn, the crew board and bring the Navy's newest nuclear-powered attack submarine USS *Seawolf* (SSN 21) to life during its commissioning ceremony July 19, 1997. *Seawolf* is the first of three subs in a new class incorporating the latest technology and the most modern capabilities America can produce.





► Crew members move "top-side" to make final preparations for arrival pier side in Cape Canaveral, Fla.

And they have provided the Navy/industry team with the opportunity to demonstrate once again that they can solve the toughest technological issues there are."

Many described the *Seawolf* project as a blank canvas. There was no real precedent to follow in its construction, just to build a fighting machine that would represent the changing tempo of today's submarine force. What has been designed and built is a faster, stealthier and more robust submarine with technological advances in surveillance, intelligence collection, and weapons systems.

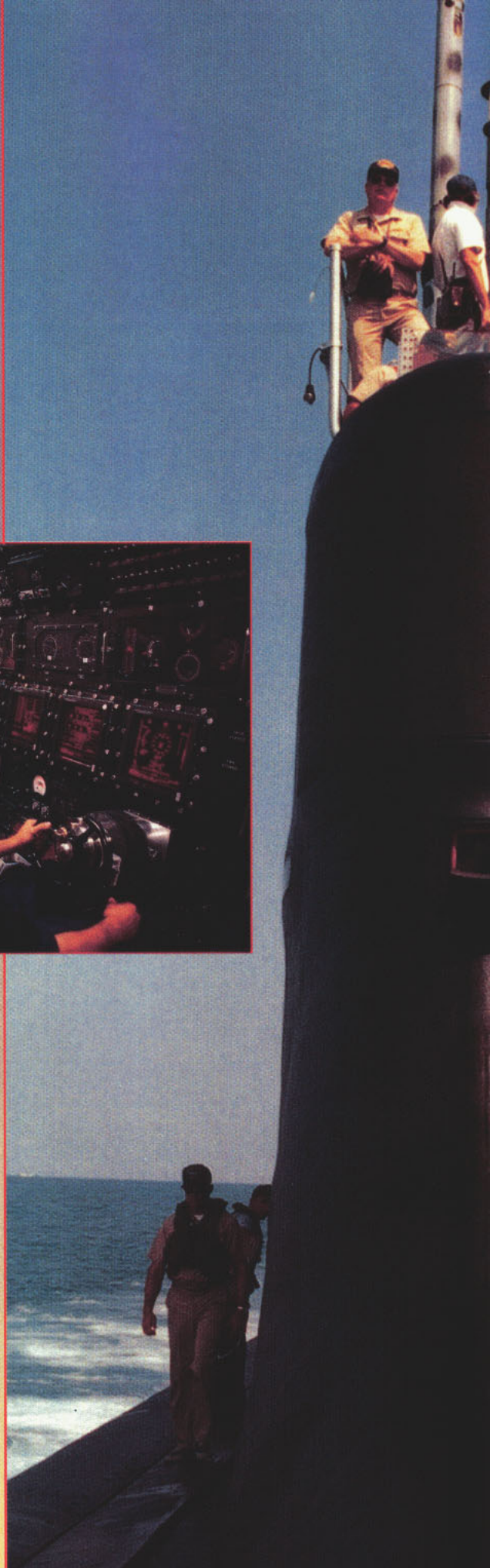
Today, *Seawolf* sits proudly at its new homeport at Naval Submarine Base, New London, Conn. McCall has since relinquished his command to CDR Michael Connor, and the hoopla has died down for the moment -- *Seawolf* is now just another new sub, subject to another year's worth of testing and sea trials. New crew members are reporting in, and *Seawolf* is now settling into a routine.

But occasionally, a passerby will stop and stare at it, snap a photo or two and greet members of the crew. [It's] still an amazing submarine.

*Asencio is a journalist assigned to Commander, Submarine Group 2 public affairs office, Naval Submarine Base, New London, Conn. Gay is a photographer's mate assigned to Newport, R.I.*



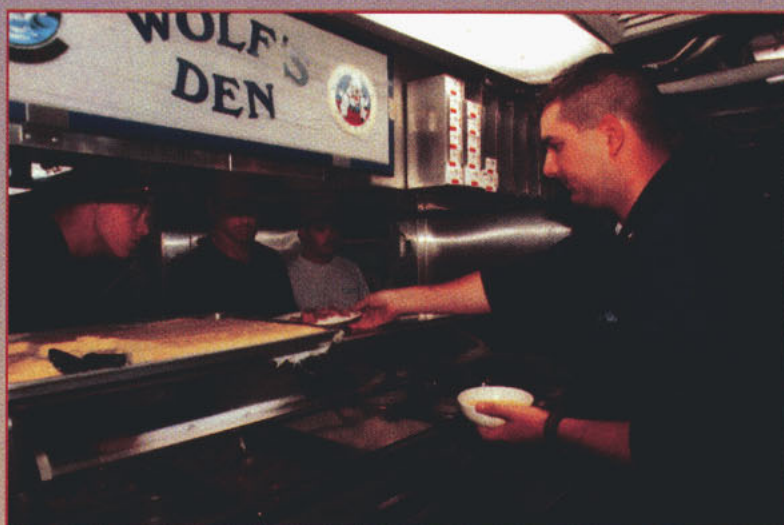
▲ Personnel man the main control watch while underway. *Seawolf* uses the latest technology in submarine warfare making it the fastest most versatile submarine in the Navy's undersea arsenal.







◀ The Officer of the Deck, LT Dan Doney of Turkeytown, Pa. (right), and the "lookout" SN Peter Davis of Springfield, Ore., help guide the USS *Seawolf* out of port in Groton, Conn.



▲ Sailors enjoy a meal served while underway aboard the U.S. Navy's newest nuclear-powered attack submarine USS *Seawolf* (SSN 21).

**USS SEAWOLF • SSN 21**

# One Quiet Sub

**Seawolf is quieter  
underway than a  
Los Angeles-class  
sub tied to the pier.**





# *BALTOPS '97*

## Building New Friendships

Story by JO2 Rodney J. Furry

**J**ust a few hundred miles south of the Arctic Circle, and even closer to the often frozen Scandinavian coastline, the Baltic Sea stands as a cold and unforgiving barrier, separating Europeans from their Nordic neighbors. The shallow waters make modern warfare tactics such as submarine tracking difficult, and the legacy of

ancient Viking long ships howls in the sharp winds that perennially blow over its surface. For centuries, control of the rich, dark waters has been short-lived.

For 25 years, the annual *Baltic Operations* (BALTOPS) exercises here have shown that the people who grow up on these waters know the sea





well even if they haven't tamed it. The U.S. invitational exercises regularly attract most of the Baltic nations as well as Russia, Germany, Poland and the United Kingdom.

As the political landscape changes in the region, participation grows. The 13 nations who participated in this year's two-part exercise brought a total

of 50 ships and conducted more than 250 training events using assets from smaller nations, like Estonia, alongside much larger, more experienced forces.

Recent history brought the fall of the Soviet Union and a new era of growth for the Baltic nations. This set the stage for an even greater role



► Sailors man the rails aboard USS *Anzio* (CG 68) as it pulls into Aarhus, Denmark, on the last day of BALTOPS '97.



role for the Navy during *BALTOPS* '97.

"There's something nice about completing missions with foreign ships. We may not all speak each other's languages, but we learn to communicate to get the job done," said Operations Specialist 1st Class (SW) Stuart M. Crowder in the Command Information Center aboard USS *Anzio* (CG 68). "It feels good to know that we can operate in any environment, with any of our allies, no matter what language they speak," said the *Anzio* plank owner and Ft. Worth, Texas, native.

In the 25 years the United States has been sponsoring *BALTOPS*, the exercise has developed into a unique experience for many Sailors and their foreign counterparts. The focus of the surface and air exercises was not on war-fighting tactics, but on improving the nations' cooperative abilities. Scenarios tested the collective force's ability to respond to maritime disasters, conduct coastal surveillance, provide customs enforcement and a variety of other maritime operations.

"Our true enemy is instability and chaos," said RADM James B. Hinkle, commander, Cruiser Destroyer Group 8. "We know that a U.S. presence improves stability, which means the people who live in this wonderful part of the world have a better chance of living in peace."

Overcoming boundaries and creating closer, personal bonds with foreign services has always been a highlight of these exercises. One of the favorite tasks of the first week's Phase I exercises was "cross-decking," the time-honored tradition of ships swapping sailors for a period of time so they can become familiar with other ships' operations.

Squinting slightly at the unidentifiable foreign frigate on the horizon, Crowder leaned on the rail, his back to the wind, reflecting on his own experience with cross-decking.

"The [HNLMS] *Jan Van Brakel* [F 825] was highly efficient. I was very impressed with their professionalism. I've been in the Navy 16 years, and that was one of the most important things I think I've ever gotten to do. I think it's more important that we learn how our allies work so we can work with them," Crowder said.

On the subject of foreign visitors aboard his own ship, Crowder smiled when recalling the things they considered luxuries.

"Things like non-skid and three hot meals a day amazed some of the guys we had aboard. It made me think twice about a lot of the things I take for granted being an American Sailor," he said.

Even the summertime winds of mid-June have a bite in them as Aerographer's Mate 1st Class (SW)



James B. Goble and AG2 Nathan J. Gogel of the Naval Atlantic Meteorology and Oceanography Center prepare to launch a weather balloon from *Anzio's* flight deck. Their Danish counterpart, Knud-Jacob Simonsen, a civilian forecaster for the Danish army, was there watching the familiar ritual. His stay aboard *Anzio* during Phase I helped the flagship weather office better understand the weather in this region.

"We wanted to get a better understanding of what Americans are looking for in a weather forecast," said Simonsen.

"We wanted to learn the same -- what the customer is looking for in a forecast and how to tailor it to the product everyone needs," said Gogel.

Before they could find common ground, the three weathermen had obstacles to face. As minor as it may look in hindsight, simple terminology posed a defining challenge.

"Terminology differences is difficult for most forecasters. 'Mainly fair' to [Simonsen,] is 'partly cloudy' to us. But after a week, we've settled into a common language," said Goble.

▼ The ships of BALTOPS '97 in ceremonial formation.



▲ OS1 Stuart M. Crowder watches a convoy of foreign ships from the deck of USS *Anzio* (CG 68) during BALTOPS '97.

Recent NATO expansions and increasing World pressure to break down old Cold War divisions has shed light on the importance of the Baltic region. The mission of the Sailors here is driven by political forces, and the success of the exercises is a signal of political success, but Hinkle shares the sentiments of many Sailors concerning the reward of what kind of experience BALTOPS has evolved into. "When Sailors from this many nations get together, we realize we have a common bond -- the sea," said Hinkle.

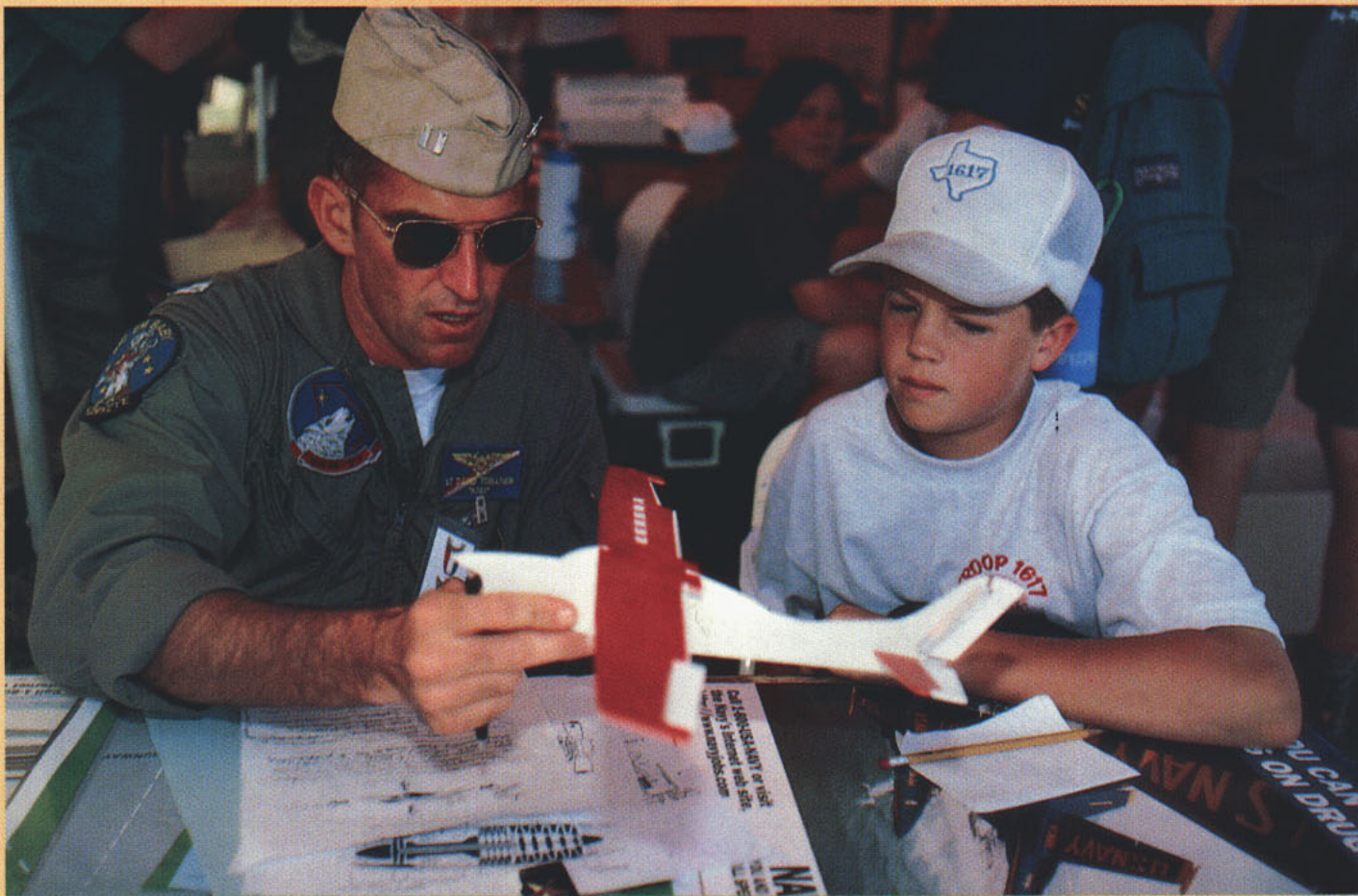
While the second week of the exercises, or Phase II, focused on interoperability of NATO forces, most of the Sailors' memories will be of that first week, where international boundaries were lowered, many people speaking new and different languages communicated and many new friendships were born.

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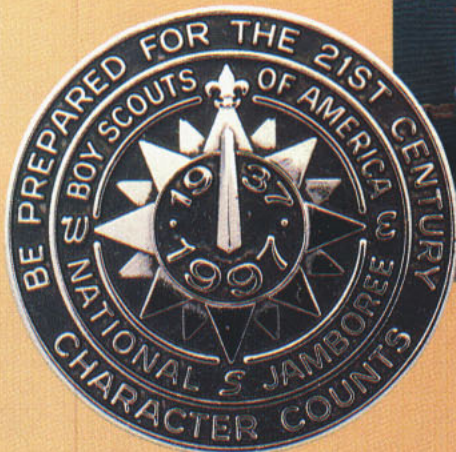
*Furry is a San Diego-based photojournalist for All Hands.*







▲ Naval flight officer LT David "Kiwi" Toellner goes over flight fundamentals with an interested Scout from Troop 1617 out of Dallas. Countless busloads of Boy Scouts from all over the country converged on the wooded terrain at Fort A.P. Hill, Va., to take part in Jamboree '97.



▲ Scouts converged on the Merit Badge Midway to earn their merit badge qualifications. The seven Navy-sponsored booths were manned by Sailors who taught basic skills in fields ranging from atomic energy to oceanography.



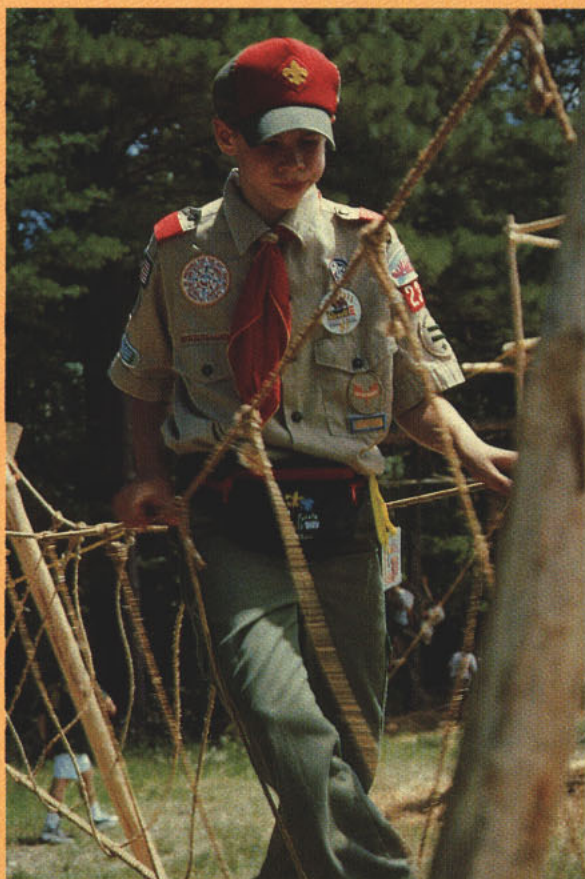
# Sailors bring fleet experience to Jamboree '97



Story and photos by JO2 Jason D. Thompson



Photo by PH1 Lance Kirk



▲ Ten-year-old Jimmy Johnson of Troop 99 in Pittsburgh maneuvers across the "monkey bridge" at the Jamboree's pioneering exhibit.

The rhythmic clanking of tent stakes being pounded into the sun-beaten soil pierced the morning silence at Fort A.P. Hill, Va., where more than 35,000 young men and their Scout leaders set up camp for the 14th National Boy Scout Jamboree. The massive influx of boys loaded down by backpacks stuffed with camping gear continued throughout the afternoon. The busy Scouts scurried about their camps like legions of marching ants. When the dry, midsummer dust settled over the hilly, wooded region, it was apparent that the once tranquil military base had abruptly transformed into a bustling community of Scouts known as "Tent City."

The Jamboree's opening-day invasion was complete. Young men with bodies hungry for action and minds thirsty for knowledge were in charge now.

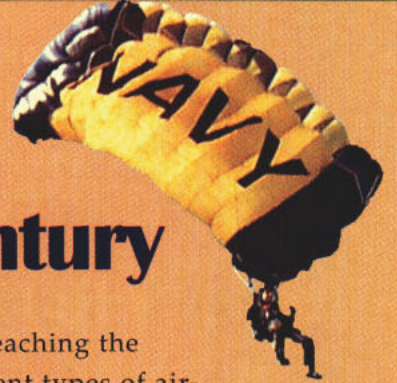
There to help quench that thirst for knowledge were 85 Navy volunteers from around the fleet. This group of men and women brought with them a wealth of knowledge and experience possessed only by Sailors.

They came to the Jamboree to pass that knowledge on to another generation.

"We're here to help build the character of tomorrow's leaders," said Master Chief Aviation (Air Frames) Structural Mechanic (AW) Joseph Clairmont of Norristown, Pa. He



# Character Counts... Be Prepared for the 21st Century



was teaching the different types of aircraft to a group of curious onlookers from inside his canvas-topped aviation booth — one of seven Navy booths along the Merit Badge Midway.

"Most of us have seen the world," said the 29-year veteran. "Our backgrounds as Sailors give us a different outlook on life that we can share with these Scouts."

Clairmont's partner, sitting at the adjacent table, was balancing a thin, plastic model airplane in his hands. The E-2C *Hawkeye* naval flight officer was explaining basic aircraft parts with a Scout sitting to his left. The wide-eyed boy was oblivious to the flurry of activity going on around him.

"Some of these kids are really enthused about aviation," said LT David "Kiwi" Toellner, assigned to VAW-77, a Reserve squadron based at NAS Atlanta. "I remember having the same passion at my first Jamboree back in 1977."

Toellner has been to every National Jamboree since then, either as an assistant Scout master or on staff. The Eagle Scout considers it his chance to give something back to the organization he says helped him develop the skills to succeed in the Navy.



▲ Radioman 2nd Class Julian Gabourel (top) signs off merit badge qualifications at the Navy-sponsored computer booth. Gabourel, assigned to Naval Security Station, Washington, D.C., said she was impressed by how much many Scouts already knew about computers: "Some were showing me things even I didn't know!"

▲ Cousins Ben and Miles Maxim (above) of Troop 1124 of Detroit take a breather in the shade. With hundreds of activities to take part in, the 10-day summer camp tested the stamina of even the most energetic young Scouts.



▲ It's a bird, it's a plane ... no, it's the Navy Leap Frog parachute team descending from the sky! The Leap Frogs were among several Navy attractions at the Jamboree, including an F-14 *Tomcat* flyover, Navy Band performances and more.





"If you work hard, you will succeed -- that's the message I try to pass on," said the Gulf Breeze, Fla., native. "Seeing other Navy professionals out here helps that message hit home."

Day after day, thousands of eager youngsters flocked to the Merit Badge Midway to earn their merit badge qualifications. The

midway, resembling a flea market with hundreds of booths lined up in five long rows, was the Jamboree's main area for Scouts to learn new skills. The Navy volunteers taught the Scouts the basics in a many areas of interest including atomic energy, wilderness survival, oceanography, computers basics, fire safety, energy, avia-

◀ LT Allen McNight of Little Rock, Ark., explains basic nuclear propulsion to 14-year-old Jamel Allen of Troop 439 in Brooklyn, N.Y. McNight, assigned to Naval Station Norfolk, is also an assistant Scoutmaster for Troop 445 in Virginia Beach, Va.

tion, disability awareness and basic scuba diving and snorkeling.

"I think the badges are important," said Eagle Scout LT David Nelsen, a P-3C *Orion* pilot from Long Island, N.Y. "They give the Scouts skills they can use in life to make them better leaders and better people."

Citing the Wilderness Survival Merit Badge as an example, Nelson, an eight-year Navy veteran assigned to Naval Recruiting District, Buffalo, N.Y., said, "Some of the training I went through as a naval aviator was wilderness survival. The skills I learned as a Scout made me more prepared than the pilots who had never been in Scouting."

Across the three-mile-wide Jamboree site retired Chief Warrant Officer Jack Lowther of Burlington, Iowa, shared his experiences with a pair of attentive Scouts. He was showing them some of the knots he learned to tie in the Navy.

But this "old salt" hadn't come to the Jamboree as one of the 85 volunteers representing the Navy. He came for a personal reason -- his two grandsons were at the Jamboree.

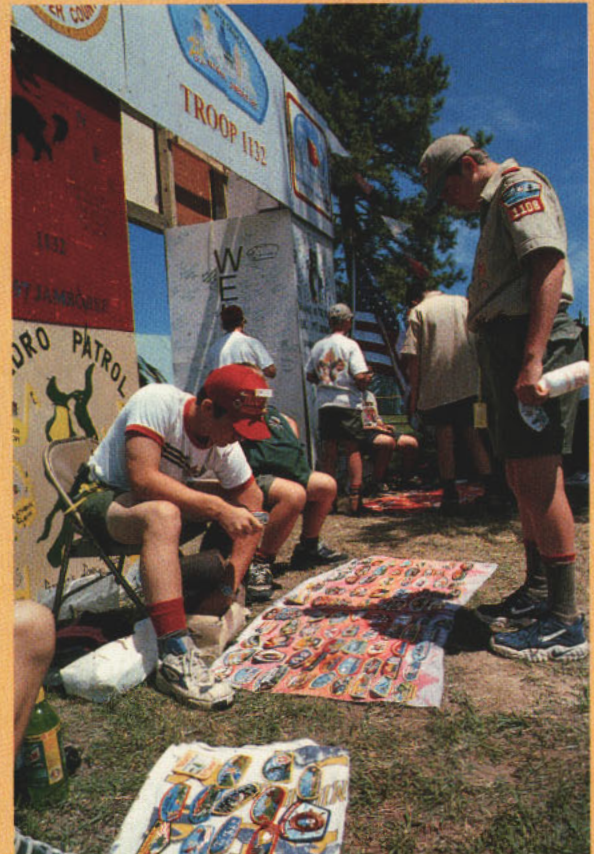




▲ A group of Scouts (above) from Troop 313 in Berwick, Maine, hang out under the sweltering summer heat. The temperature at Fort A.P. Hill, Va., averaged in the high-80s throughout the 10-day event.

▲ Row after row of eager Scouts marched in the Jamboree's opening day parade. Every four years the National Boy Scout Jamboree brings together Scouts from all over the country and provides them a forum for fun, adventure and learning.

► As long as there's been Boy Scout patches, trading them has been a tradition. "The cooler the patches look, the more they're worth," explained 13-year-old Jim Ballard from Humnoke, Ark. Patches, not greenbacks, are the form of currency for Scouts.





"I became a Scout in 1941 and then joined the Navy in December of 1946 at the age of 17," recalled Lowther. "Now I'm watching these two grow up in the Scouts," he said, gesturing to grandsons Andrew, 13, and Nick, 15.

Lowther, 68, thinks being in the Boy Scouts is a lot like being the Navy. "I learned to accept responsibility and do what I'm told," said the veteran of 42 years of naval service. "The Boy Scouts helped me keep my head together at an age when that's tough to do."

That's why this year's Jamboree theme, "Character Counts ...

Be Prepared for the 21st Century," is sage advice for the young Scouts growing up to be the nation's future leaders.

"There is an immense amount of talent in the youth of America," said Toellner. "If we help send them in the right direction, then we've contributed."

Now, the 14th National Boy Scout Jamboree is over. The Army has reclaimed its territory. The hilly,

wooded landscape of Fort A.P. Hill is no longer dotted with thousands of blue and green tents. Sounds of excited boyhood banter can no longer be heard.



Retired Chief Warrant Officer Boatswain's Mate Jack Lowther goes over knot tying techniques with grandsons Andrew and Nick of Troop 1020 — Mississippi Valley Council. The 68-year-old Navy veteran joined the Boy Scouts in 1941 but never had the opportunity to participate in a Jamboree until this year.

Tent City is no more.

But the important lessons passed on by the volunteer Sailors will stay with the Scouts well past the long bus ride back to their corner of the country. Looking toward the 21st century, the skills they marched away with will serve them well.

Operations Specialist 3rd Class Jay Cordle believes the

Sailors' volunteer effort at the Jamboree was very important. "We gave them a representation of who we are and what we're doing," said the Columbus, Ohio, native. "If they see a positive reflection in us, they might decide to pursue a career in the Navy." ±

*Thompson is a photojournalist and Kirk and Dallal are photographers's mates for All Hands.*



## Eagle Scout Jay Johnson 1960

In 1960, a Boy Scout named Jay Johnson attended a National Scouting Jamboree where he saw then-President Dwight D. Eisenhower. He also witnessed a flyover by the Air Force 'Thunderbirds' and decided on a career as a military fighter pilot.

It was the right choice. Thirty-seven years later, Admiral Jay Johnson, F-14 pilot and Chief of Naval Operations, accompanied President Bill Clinton to Fort A. P. Hill, Va., to meet today's Boy Scouts at this year's Jamboree.

An Eagle Scout himself, Admiral Johnson said, "It was the most positive part of growing up. I learned about myself and others. I'm as proud to have been an Eagle Scout as almost anything I've done."



# Battle





# Stations!

## Testing Recruits' Honor, Courage & Commitment

Story by Michelle Newcomb,  
photos by PH1 Jim Hampshire

The alarm for general quarters (GQ) sounds and the crew is instantly up, donning proper battle dress -- ready to handle the emergency. But, instead of being in the fleet on a ship, GQ sounds during the last week of boot camp, scrambling the recruits to handle six different scenarios during an eight-hour period, starting at any time in the evening.

"Battle Stations is the capstone event that gives recruits the key skills and confidence they need to graduate and take to the fleet," said Admiral Jay Johnson, Chief of Naval Operations.

The program has been designed to galvanize the basic warrior attributes of sacrifice, dedication, teamwork and endurance in each recruit. Through

◀ Recruits from Company 372 sound their war cry before beginning the "Forrestal" evolution.





► Recruits from Company 372 board an Inflatable Life Raft after finishing their survival floatation and raft entry.

the practical application of these basic Navy skills and Core Values learned during recruit training, the program is becoming the apex of the training program. Battle Stations began July 30 with four recruit divisions participating, and recruits must now pass Battle Stations to graduate from boot camp.

"Its distinctly 'Navy' flavor was designed to take into account ... what it means to be a Sailor," said Senior Chief Sonar Technician (S) (SS/SW) D.A. Dahl, leading chief petty officer for Battle Stations.

One of the features of the new program is a strong historical tie-in for each event. Each scenario uses examples of Medal of Honor recipients and other heroic deeds accomplished by enlisted personnel in the past. The intent is that performing an event based on naval heritage will "operationalize" the recruits' sense of pride in their service. Debriefings of each scenario focus on teamwork and the use of Core Values in the decision-making process.

"While each recruit at Recruit Training Command (RTC) can give you a textbook definition of the Core Values, the actual use of those values in decision making throughout the night drives the point home in a very real way,"



according to Dahl. "It's more effective than just hearing about it in the classroom."

The history of an exercise is read to the recruits before they begin. Then the teams go to work. Before the night is over, the teams handle an emergency sortie due to an approaching hurricane, fight a fire and perform a search and rescue for injured shipmates. They move in-

jured crew members from shaft alley to the weather deck, defend the ship in response to small arms attack, use the *Forrestal* Escape Scuttle to evacuate to the weather decks and after extensive battle damage, all hands must abandon ship.

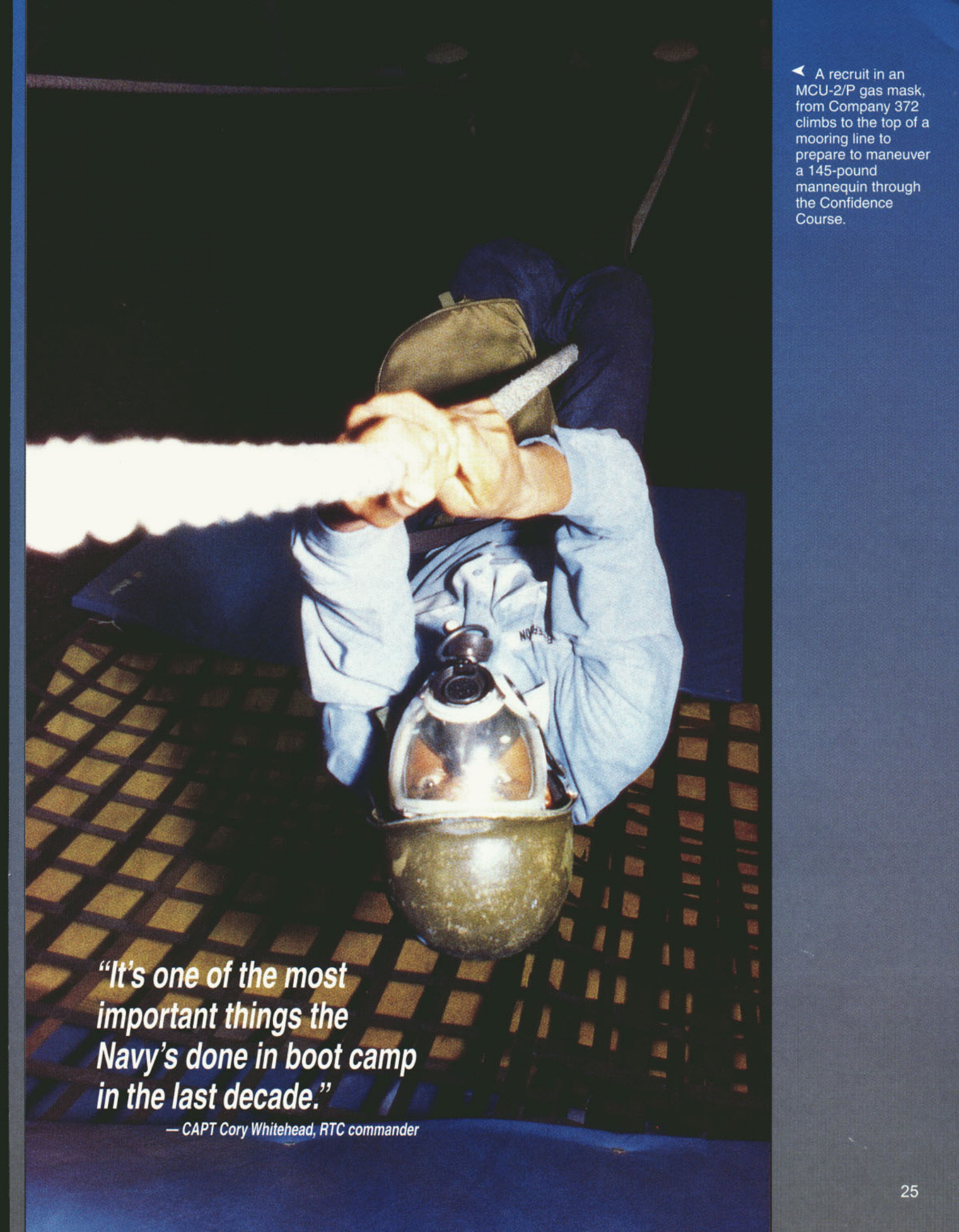
"It's one of the most important things the Navy's done in boot

camp in the last decade," said CAPT Cory Whitehead, RTC commander. "Battle Stations helps Sailors test their stamina and know they



▲ Recruits from Company 372 inside of an Inflatable Life Raft after finishing their survival floatation and raft entry.



A photograph of a recruit in a blue jumpsuit and an MCU-2/P gas mask, climbing a thick rope. The recruit is positioned upside down, with their hands gripping the rope. The background is dark, and the floor is a metal grating.

◀ A recruit in an MCU-2/P gas mask, from Company 372 climbs to the top of a mooring line to prepare to maneuver a 145-pound mannequin through the Confidence Course.

***“It’s one of the most important things the Navy’s done in boot camp in the last decade.”***

— CAPT Cory Whitehead, RTC commander





can handle life in the fleet," she added.

"Battle Stations runs from Sunday night through Thursday night. The feedback from the staff members, the rest of the recruit division commanders (RDCs) and the recruits has been positive, according to Dahl. "One of the RDCs said it made him feel as if he was obsolete and one recruit stated, 'This is what boot camp is all about,'" he said. "The recruits get to the point of making decisions and sticking with the decisions. We're cutting the apron strings."

"Even though it was hard, it was good to work together as shipmates," said Seaman Terrance Sanders of Castleberry, Ala. "Now we know that we can trust each other in time of war."

Dahl said they hope the skills learned will help

the recruits as they continue on to their schools.

Development of "Battle Stations" began in March and was modeled after the Marine Corps' "Crucible." RTC formed a team consisting of senior enlisted RDCs and they immediately started work on a version for the Navy. Working guidance was that "the event should be physically challenging with a significant degree of risk." But safety was the chief concern. Representatives from the Navy Safety Center visited RTC to review each scenario. Once the plan was approved, the team worked on staffing and training, piloting the individual scenarios and overcoming resource limitations.

Factors taken into account included existing facility limitations, and exercise timing so that what was done at night was finished by the



◀ A recruit from Company 372 helps maneuver a 145-pound mannequin through the Confidence Course, to simulate the removal of a casualty from the depths of an injured ship.



◀ A recruit from Company 372 exits his Inflatable Life Raft after being told a SAR helicopter has arrived.

***“Even though it was hard, it was good to work together as shipmates.”***

— Seaman Terrance Sanders  
of Castleberry, Ala.

▼ Recruits from Company 372 maneuver a 145-pound mannequin through the Confidence Course.







next day so facilities could be used for recruit training already in place. "We're making boot camp run 24 hours a day," said Dahl.

Also, individual piloting has been conducted of each scenario during the last few months and many logistical problems had to be overcome with scheduling, manning and limitations of the RTC facilities.

"It was amazing that the actual implementation went extremely smooth," said Dahl. "We had lots of people planning."

Battle Stations is expected to expand from the initial six events to 12 events and encompass a 14- to 16-hour period. Additional manning will be required to expand. Dahl noted that they need twice as many people as are currently on the staff of 20. Also, the additional

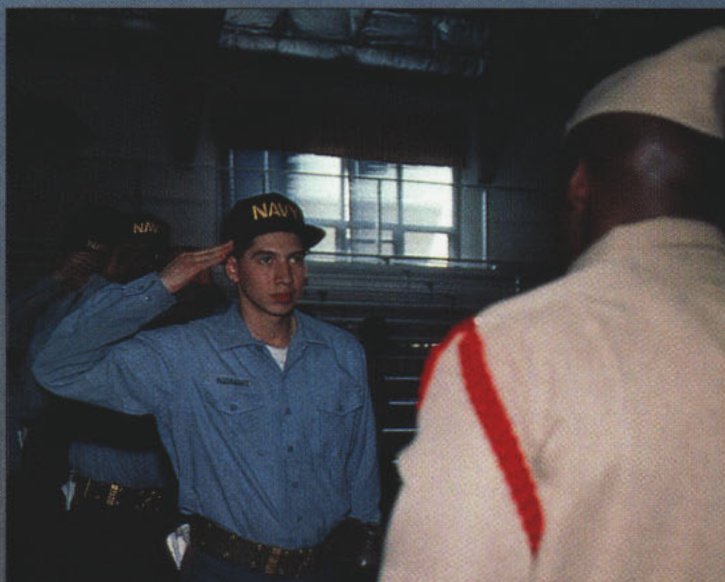
scenarios will be added methodically, measuring the effect of a lengthened evolution on the recruits to maintain the delicate balance between acceptable risk, physical challenge and safety while still meeting the objective of the program.

"Our concept for Battle Stations is a physically and mentally demanding consolidated exercise package to ensure that every Sailor joining the fleet will have demonstrated teamwork, endurance and a practical application of our Core Values," said RADM Kevin Green, commander, Naval Training Center. "It is a true test with no rest periods -- and our recruits are charged up by their new challenge." ‡

*Newcomb is associate editor of the Bulletin, Great Lakes, Ill.*



◀ Recruits of Division 343 team "Juliet" maintain physical contact as they enter a smoke-filled room. In this evolution recruits must search through smoky rooms to find a shipmate and bring the individual out on a stretcher.



▲ A recruit of Division 343 team "Juliet" heaves a line to a recruit of Division 344 team "India" as the integrated division goes through a line handling evolution. The recruits directed the evolution themselves to simulate getting USS *Marlinespike* underway and mooring pier side.

◀ SR Sergio Rodriguez, of Pleasanton, Texas, salutes a Battle Stations' Facilitator after replacing his "Recruit" ballcap with the "Navy" one he will wear in the fleet.





Photo by PHC(SW) John Gay

# FTs: Hunters of the Deep





Courtesy of Electric Boat Corporation by Jim Brennan

◀ The Navy's newest attack submarine, USS *Seawolf* (SSN 21) conducts sea trials.

Story by JO1 Linda L. Helmig

**Q**uiet as a mouse, yet deadlier than a king cobra, its invisible potency makes it one of the Navy's most effective weapons — the submarine. History has shown in graphic detail the submarine's success. The Japanese, for instance, lost 5.3 million tons, nearly 55 percent of their vessels to the U.S submarine force in World War II. By war's end, the submarine was regarded as the most lethal of all naval weapons.

Today, it still lives up to its billing as a tremendous naval asset. An elite group of Sailors onboard ensure the submarine's stealthy platform continues to fulfill its mission.

"We are doing the job submarines were designed for — to put a weapon on target," said Fire Control Technician 3rd Class Brandon S. Keesee, a Mustang, Okla., native stationed on board USS *Seawolf* (SSN 21).

There is much more to the Fire Control Technician's (FTs) job than firing a weapon. They are hunters of the deep with a great amount of responsibility. Constantly on the look out, they track poten-

▼ FT3 Brandon S. Keesee stands battle stations watch aboard USS *Seawolf*, the Navy's newest attack submarine. Keesee operates the latest technology touch screen controls.

tial targets and anything that may interfere with a weapon reaching its target.

To do this, the FT is a perpetual mathematician, a virtual human calculator. He's highly trained to process numbers at lightning speed by doing geom-

etry and trigonometry — in his head. It's called "Target Motion Analysis" and the end result tells the FT where contacts are, where they're going, how fast they're traveling and how far they are from his vessel.

"It's a form of mental gymnastics," said FT2(SS) Richard T. Thompson, a Thomasville, N.C., native. Thompson is one of five FTs onboard USS *James K. Polk* (SSN 645). "You're jumping

around and tumbling numbers here and there and tossing them up and coming down with the solutions," Thompson added.

For an FT, not only is doing the math crunch crucial, he's got to think quickly on his feet to arrive at solutions. The FTs on board *James K. Polk* find their job to be especially challenging because the fire control system they work with is one of the oldest in the Navy with mostly analog readouts.

It was designed decades ago to keep track of

***"We are doing the job submarines were designed for — to put a weapon on target,"***

***—Fire Control Technician 3rd Class  
Brandon S. Keesee***





▲ FT2 Richard Thompson, stationed onboard USS *James K. Polk*, tracks contacts the old-fashioned way.

***“Not many people get the opportunity to track a submarine from another nation without them even knowing we know they’re there. That’s exhilarating,”***

***—FTC(SS) Albert M. Kozad, Instructor, Naval Submarine School, New London.***

three to four contacts at a time. Due to many hours of practice and ingenuity, FTs found ways to use the old system in today’s high-tech world. Now they’re able to track nearly 10 times the contacts the system was originally designed for.

The Navy’s newest, top-of-the-line submarine, *Seawolf* has a fire control system capable of keeping track of 20 to 30 contacts automatically. “We can do more in less time,” said FTC(SS) Donald L. Hammer, a Salem, Ore., native and an instructor at Naval Submarine School New London, Conn. “The computerized system supplies the FT with information,

but he’s got to make sense of it all.”

The FT plays an important role in “localizing” the information provided by the computer. For example, a rain storm can affect what the FT receives at his station because it produces sound in the water. But because he’s aware of it, he evaluates the information and makes adjustments; the computer cannot “ignore” potential interference, unless an FT tells it to.

To be able to make tough decisions in a crunch, FTs go through a rigorous training program. “My first 18 months in the Navy I spent in school,”





◀ Crewman on board the attack submarine USS *Baltimore* (SSN 704) stand by with a grappling hook to snag a mail shipment being lowered by an SH-60 "Seahawk" helicopter from Anti-Submarine Squadron Five (HS-5).

▼ FT1(SS) Jon-David Edwards and FT3 Brandon S. Keesee stand watch onboard *Seawolf*.



Photo by PHC(SW) John Gay

Thompson remembered. An FT fresh out of basic training won't see a submarine for the first year and a half of his enlistment. Even when an FT makes it to the submarine and begins operating the system, he's still learning what the fire control system can do in a real-world situation.

One of the greatest challenges an FT faces is keeping up to date with constantly-changing, highly-complex technology. "The FT has to keep up on new improvements and is expected to be an expert on them all," said FTC(SS) Jeffrey L. Kyner of Anniston, Ala. Kyner is an instructor at Naval Submarine School, New London.

It all comes together when the submarine is on patrol and everyone on board is doing their job. The FT plays his part, always aware of what's going on around him, ready to throw the punch if called upon.

"A lot of the submarine's operations revolve around my job, and I like being in the thick of it," said FT1(SS) David L. Krucek, a Westlake, Ohio, native stationed on board *Seawolf*.

"How many people get to do what we do? It's exciting. We see so much of what others don't see. Not many people get the opportunity to track a submarine from another nation without them even

knowing we know they're there. That's exhilarating," said FTC(SS) Albert M. Kozad, a Arvada, Colo., native and an instructor at Naval Submarine School, New London.

Everywhere, yet nowhere, the submarine keeps its silent vigil in the vast oceans spanning the globe, ready if needed. And on station is the FT doing his job in silence. This presence is quickly known as someone shouts, "Torpedo away!" and the weapon reaches its target.⚓

*Helmig is a journalist assigned to the Naval Media Center, Washington, D.C.*



# 1,000 Men and a Baby

## *CBS films little-seen side of Sailors*

Story by JO2 Charles Neff, photos by JOCS(AW) Brent Johnston

**D**anny Keenan says he's just an ordinary man with an extraordinary past. But without the help of Sailors from USS *New Orleans* (LPH 11), his story might have gone untold.

Keenan is the abandoned infant featured in the upcoming CBS Movie of the Week titled "1000 Men and a Baby." The movie documents the true story of the crew of USS *Point Cruz* (CVE 119) which

banded together in 1953 to adopt an ill, orphaned Asian-American infant from Inchon, Korea. Danny was nursed back to health aboard *Point Cruz* before being brought to the United States.

Independent producers recently finished filming the unprecedented story starring Gerald McRaney ("Major Dad"), Richard Thomas ("The Waltons") and Jonathan Banks ("Fired Up") aboard *New Orleans* moored at Pier 6 in San Diego.

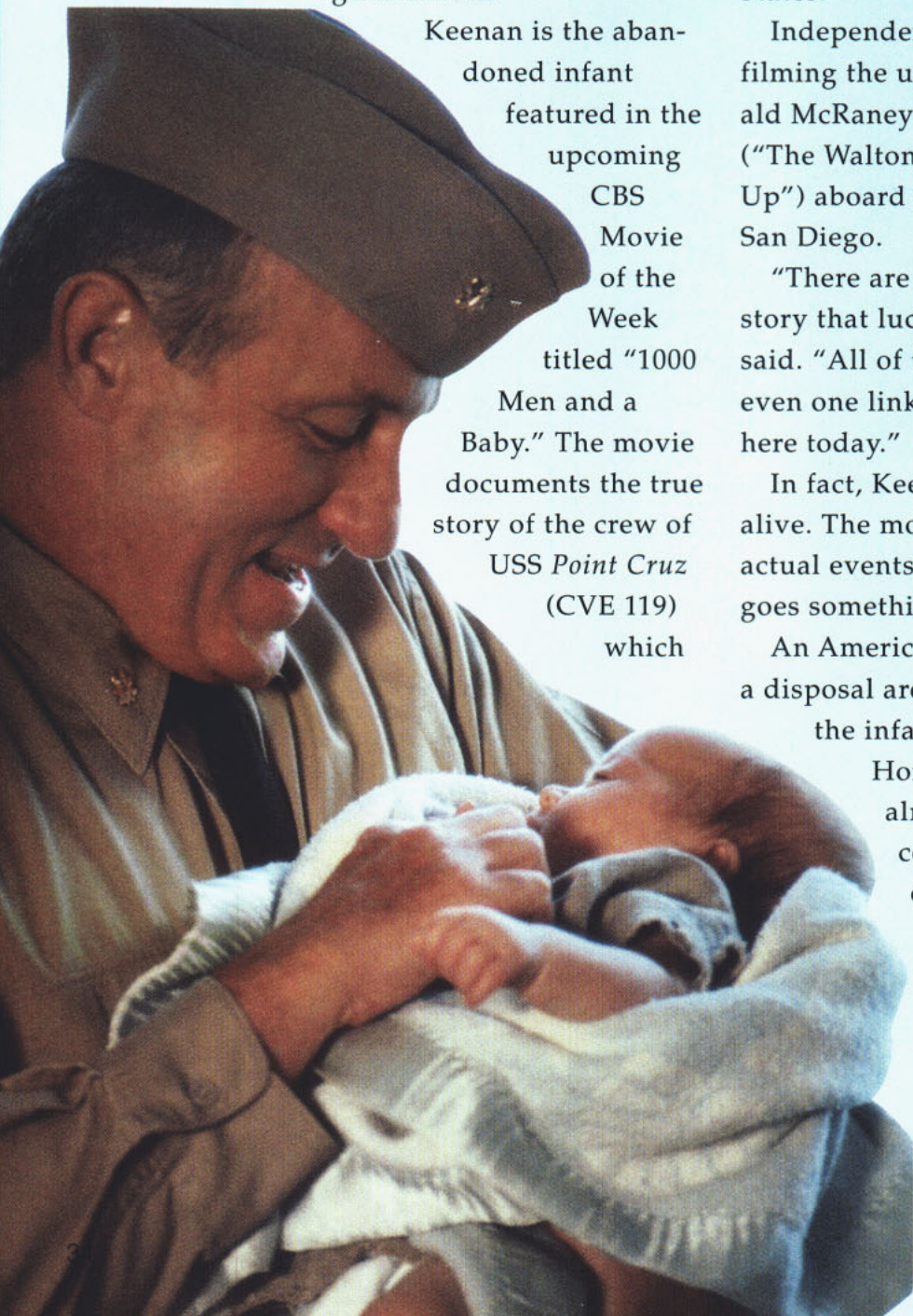
"There are so many incredible parts to this story that luck doesn't do it justice," Keenan said. "All of these events are like a chain. If even one link had been broken, I wouldn't be here today."

In fact, Keenan isn't sure he would even be alive. The movie, which closely mirrors the actual events of Keenan's infant adventure, goes something like this:

An American GI found Danny abandoned in a disposal area of an Army dispensary and took the infant to the Star of the Sea Children's Home in Inchon. But the orphanage, already full of Korean babies, couldn't care for the Amer-Asian child. The ship's chaplain LTJG Edward O. Riley talked *Point Cruz's* Commanding Officer, CAPT Chick Hayward, into caring for the child at the hospital facili-

◀ Portraying ship's Chaplain, Father Riley, Jonathan Banks brings baby Danny Keenan aboard USS *Point Cruz* in Inchon Harbor in 1953

ALL HANDS







◀ The crew of USS *Point Cruz* bids farewell to Dr. Bud Keenan, and the Baby. Keenan was forced to resign his commission to adopt the Korean-American orphan.

▼ Trading in his "Major Dad" gold leaves for silver eagles, Gerald McRaney takes a break on vulture's row aboard USS *New Orleans* during the filming of the CBS made-for-TV movie.

passport from the Foreign Ministry of South Korea.

The passport gave *Point Cruz*'s crew hope they would get Danny home, but there was a three-year wait for a

ties on his ship.

"'Half-breeds' [or Amer-Asians as they called now] were really looked down on in Korea at that time,' Keenan said. "But, first and foremost, I don't think I could have survived physically [without the Navy's medical care]."

The movie chronicles how Danny made it to *Point Cruz* where LCDR Hugh Keenan, the ship's doctor, came to love the baby and decided to adopt the infant. To do so, he ultimately had to resign his commission.

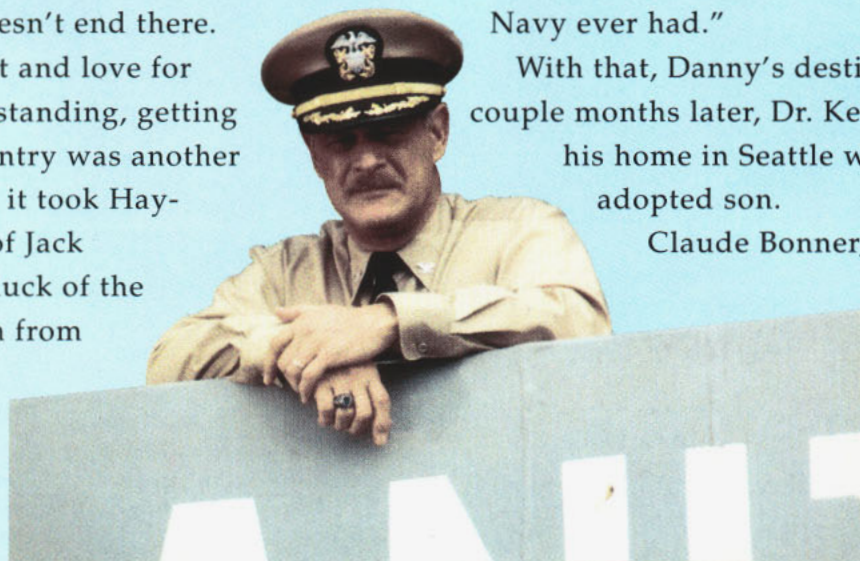
But the story doesn't end there. The crew's support and love for the infant notwithstanding, getting him out of the country was another matter. In the end, it took Hayward's old bottle of Jack Daniel's, Riley's "luck of the Irish," and ma nun from the orphanage named Sister Philomena to get Danny a

visa. It ultimately took intervention from then-Vice President Richard M. Nixon to get Danny's visa.

After all the paperwork was completed, there was still the Navy to deal with. The Chief of Naval Operations' office denied Hayward's request to keep the baby on board but finally, when then-CNO ADM Mick Carney found out about the baby, he fired off a message to Hayward that read: "Get that baby home for Christmas, Chick. Whatever it takes. Best P.R. the Navy ever had."

With that, Danny's destiny was sealed. A couple months later, Dr. Keenan returned to his home in Seattle with his newly-adopted son.

Claude Bonner, a former crew member of *Point Cruz*, was one of the Sailors who stood the 'baby watch' during Danny's two





► USS *New Orleans* Sailors man the rails during the scenes of the making of the film

months aboard *Point Cruz*. The baby's presence lifted the crew's morale from depressingly low levels.

Bonner said news that the ship might not make it home for Christmas and that their nine-month deployment might turn into a full year had the ship's morale, "as low as it ever got."

"But, when we got word there was a baby boy coming aboard from Inchon, the crew was elated, to put it mildly," Bonner said. "From that day on, Danny had 900 uncles."

The crew built the baby a crib from a bomb cart and cut up the sheets the officers donated for diapers. Visiting hours were established, and every day a line formed and the crew took pictures of Danny.

"We rallied around that baby," Bonner said. "And we still hold him dear to our hearts today."

The movie is scheduled to air in December.

Keenan, now 44, lives in Ephrata, Wash., where he works as a sports editor for the



Photo by Richard Camwright



Photo by Richard Camwright

▲ Left to Right: Gerald McRaney, Eve Gordon, Richard Thomas, Dan Keenan, and Jonathan Banks

"Grant County Journal." He is married with two children. —

Neff is a journalist assigned to public affairs office, Naval Station San Diego, and Johnston is a journalist assigned to public affairs office, Commander, Naval Base San Diego.



# Crew of New Orleans takes Hollywood by storm

Story by JO2 Charles Neff

**W**hen millions tune in to watch the CBS television movie "1000 Men and a Baby" this holiday season, they will be led to believe the drama takes place aboard USS *Point Cruz* (CVE 119) in 1953. But they won't know it took the hard work of the USS *New Orleans's* (LPH 11) crew in 1997 to give the movie life.

*New Orleans* Sailors spent 12 days helping a production crew shoot the story of the Amer-Asian infant rescued by *Point Cruz* at the end of the Korean War. Because of the film's positive portrayal of Sailors, the Navy strongly supported CBS's filming of the story.

That's where the crew of *New Orleans* stepped up to participate as extras, offer technical advice and coordinate the filming of the movie on the fully operational ship.

The bulk of the work fell squarely on the shoulders of Boatswain's Mate 1st Class John Elkins. He "starred" as the ship's representative to the movie crew, or, as he likes to put it, "super gopher."

The 14-year veteran coordinated the ship's daily operations with the film crew's needs. For 12 days he worked more than 10 hours a day. He never missed a scene.

"It's a huge challenge -- taking care of a movie crew," Elkins admits. "I've gotten to know them really well. They have been very giving of themselves to help us continue our ship's operations and portray Sailors as they really were in the 1950s."

Elkins, who is 31, says he has done some interesting things in the Navy but working closely with the

film crew of a major made-for-TV movie has been the highlight of his career. The actors who portray the movie's three main enlisted characters shared a special camaraderie with Elkins.

"He didn't really know much about the ship," joked Keith MacKechnie who plays Petty Officer Camerini in the movie. "But seriously, he and the

crew have made our jobs so much easier."

One of Elkins' other jobs was helping the crew members acting as extras in the movie. Most of the 300 Sailors who showed up in their dress blue uniforms for one day of shooting were from *New Orleans*.

"*New Orleans* Sailors have been great extras," she said Lynn Danielson, one of the movie's executive producers. "They are better than regular extras. They

follow directions. They get it. They understand what we are trying to do here. And, most importantly, they have kept the energy on the set up."

For Storekeeper 3rd Class Cyrus Mayen, being an extra meant being a part of telling the not-so-often seen side of Navy history. "You see the bad news that the press always reports about," he said. "People never see the inside, the heart of the Navy. This movie shows what our Navy heart is all about."

"To be part of the filming and bring what happened then into what happens now was great," said Mayen. "You figure it was wartime. There wasn't a chance of this baby surviving. It's definitely an inspiring story for me." ✚

*Neff is a journalist assigned to public affairs office, Naval Station San Diego.*



As USS *Point Cruz* Commanding Officer CAPT 'Chick' Hayward, actor Gerald McRaney reacts to the return of a wayward Sailor during the production of a movie tentatively titled "1000 Men and a Baby." A Hollywood film crew spent three weeks aboard the amphib filming the non-fiction TV movie about a Korean-American baby 'adopted' by the crew of a Korean War jeep carrier.





# CyberSailor

## Buying a car

Story by PH2 Freddie Rodrigue

**D**o you plan to purchase a new or used vehicle but dread working with a car dealer? Let me, CyberSailor, help ease your mind by showing you how the Internet can make your car buying experience an easy and enjoyable one without ever leaving home.

I know what you're thinking, "Not so fast, CyberSailor. Tell me my choices before I go wandering down your cyber path." Well, there are places you can go on the Internet to find the information you need to purchase your next vehicle. A good starting point is a search for on-line car magazines or, if you know the manufacturer you prefer, you can cruise over to their web site.

Let's say you have your heart set on a car or truck. Start with one of the car buying sites (see box) to find out more about it, including drive tests, price and local dealerships. Unsure just which vehicle is right for you? Some sites, such as Microsoft's Carpoint <<http://carpoint.msn.com/>> or Edmunds <<http://www.edmunds.com/>>, can help

you select a vehicle based on price, size, and other preferences. These sites also provide you certain specifics about the vehicle such as the dealers' invoice price and the manufacturers' suggested retail price. Also listed is the cost breakdown for options ranging from air conditioning to bumper

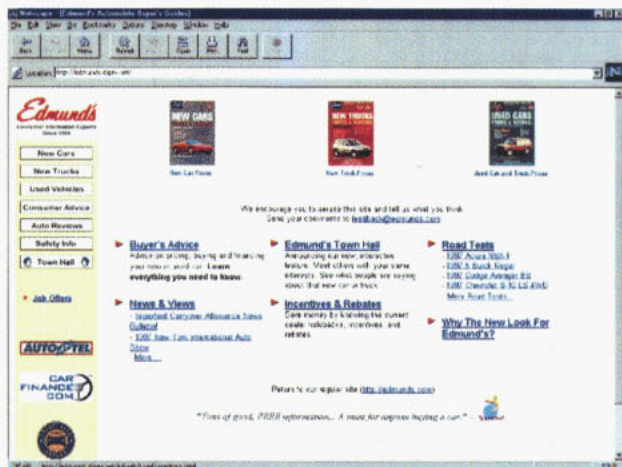
body color which can be a tremendous help



in deciding what you should pay.

Most of us would prefer a Ferrari, BMW or maybe even a Mercedes but few can afford something so pricey. So you'll need to figure out how to finance this new set of wheels. Moreover, there are a number of questions that confront you before completing this transaction: What is the base price of the purchase?; What percentage of interest do I pay?; Can I afford the monthly payments? — and that's just to name a few! We all know it can get pretty confusing but for some answers let's turn to our new-found friend — the Internet.

In addition to some of the sites already mentioned, another source to eliminate confusion is your bank or credit union. The Navy Federal Credit Union's web page <<http://www.navy.fcu.org/>> is a good example of sites offering information on current interest rates for new and used cars. The





## Cybersailor's Auto Sites

Shopping for a new or used set of wheels can place you at the mercy of the car salesperson if you don't have good information. Cyberspace is filled with hundreds (if not thousands) of sites about cars and trucks. Here's a list of sites to help you get started:

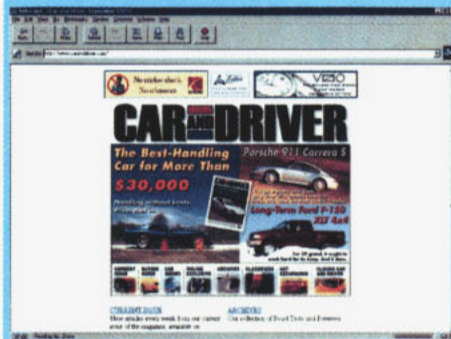
**Microsoft's Carpoint** <<http://carpoint.msn.com/>>

-- Vehicle pricing information, reviews, dealer locations, loan calculator and a nifty questionnaire to help you narrow your search based on vehicle price, type and size.



**Car & Driver** <<http://www.caranddriver.com/>> -- Annual buying guide, test drive reviews and more.

**Edmunds** <<http://www.edmunds.com/>> -- New and used car reviews, wholesale and retail pricing info and good suggestions for dealing with the dealers.

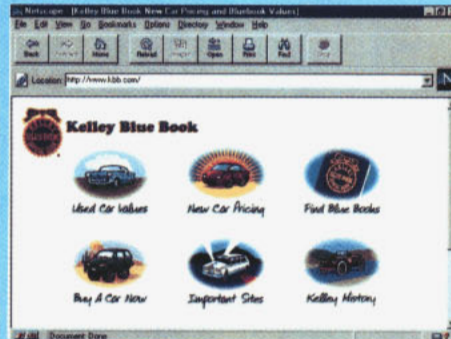


**Kelley Blue Book** <<http://www.kbb.com/>> -- The famous Blue Book with all the pricing information you need for both new and used vehicles. A good site to figure out what your old car is worth, too!

**Autosite** <<http://www.autosite.com/>> -- Buying advice, new and used car information and current manufacturer rebates and incentives.

**Car Talk** <<http://www.cartalk.com/>> -- Yes, it's the same guys who bring you "Car Talk" on public radio. Tom and Ray Magliozzi present information on cars and car problems. And there's a link to current safety and consumer information sites, such as the National Highway Traffic Safety Administration <<http://www.nhtsa.dot.gov/cars/>>

**Happy hunting!**



site's loan calculator is designed to provide you a step-by-step way to figure out how much car you can afford. At this point you will enter the price of your purchase, the rate of interest and how long you want to pay on the loan.

Once you have all that information entered just hit return and ... Bam!, out comes the exact monthly payment all calculated to let you know whether your dream vehicle will fit your budget.

See, that wasn't so bad, was it? In this limited space I have barely scratched the surface of what you can do to go on-line in search of your next vehicle. I do hope you will agree with me that the Internet is a simple and effective tool to help make the purchase of your next vehicle much more pleasant, all through the benefit of cyberspace. ☺



# Around the Fleet

## COMPUTER-IN-YOUR-POCKET SIMPLIFIES LIFE, CUTS COSTS

WASHINGTON - A different kind of identification card will be the trend for new and veteran Sailors and Marines in the near future.

Called the Smart Card, it contains a number of state-of-the-market innovations to reduce the cost of infrastructure and materials.

The Navy's Smart Card program now includes nine different pilot sites, involving a total of 21 individual commands, using the new system to track processes such as security clearances, food service access and student musters.

Some of the Navy locations now using the Smart Card are: Commander in Chief, U.S. Pacific Fleet; Submarine Base Pearl Harbor, Hawaii; Chief of Naval Education and Training, Pensacola, Fla.; Naval Training Center Great Lakes, Ill.; Naval Station Pascagoula, Miss.; and USS *Yorktown* (CG 48). Personnel stationed at Naval Air Station Oceana, Va., received their cards this summer.

The card, in use by some Army and Marine units for more than two years, contains the individual's photo, a computer chip, a bar code and a three-track magnetic stripe.

According to the organization managing the

## Navy rescue team saves injured hiker

FALLON, Nev. -- A search and rescue team from Naval Air Station Fallon, Nev., recently saved a 19 year-old woman who had been severely injured after a 70-foot fall down a glacier at Iceberg Lake near Mammoth Lakes, Calif.

The injured woman spent the night on a rocky point near the lake before her companions were able to hike out and notify the Navy for assistance.

After waiting for the weather to improve, the Navy crew headed for Iceberg Lake, located at an elevation of 9,700 feet.

"We couldn't land near the victim due to the swirling winds buffeting the helicopter," said Co-pilot LT Anne Wilson. Instead, the team landed half a mile away and 500 feet below the victim. Rescue team members Aviation Electrician's Mate 3rd Class Roger Taylor and Hospital Corpsman 3rd Class Shawn Templeton hiked up to the victim carrying rescue gear weighing about 100 pounds. An experienced civilian tracker aided the team in their search for the injured woman.

program, it is a computer minus the monitor and keyboard.

"We provide the external reader and all the other things needed to turn an ordinary desktop computer into a Smart Card computer," said Project Coordinator Jeff Huskey, from Shore Installation Management Division. "The operator slides the card into the



Photo by JO1 Rick Collins

AE3 Roger Taylor pre-flights the winch on the SAR helo prior to take off while HM3 Shawn Templeton checks his medical packs.

After hiking in 30-degree temperatures, Taylor and Templeton got to the victim and realized she had back and neck injuries plus a broken leg and ankle.

Because the victim's injuries were so severe, the rescuers knew they wouldn't be able to carry her along the lake shore. They radioed back to the helo and asked the pilot to try once more to land near the victim.

The helo launched again and found the winds had died down enough to land near the woman. The crewmen loaded her into the helicopter and flew her to the Mammoth hospital where she received further treatment for her injuries. †

reader and then the required information comes up on the screen. Only the information for which the operator is cleared appears on the screen. †

## NAVAL AVIATION PART OF MARS SUCCESS

CHINA LAKE, Calif. -- A Navy military and civilian

team from the Naval Air Warfare Center Weapons Division at China Lake, Calif., helped the *Pathfinder* space craft land on Mars July 4.

Team members began working at the Jet Propulsion Laboratory (JPL) in Pasadena, Calif., in 1994 to design, build, develop and test the Rocket Assisted Deceleration (RAD)





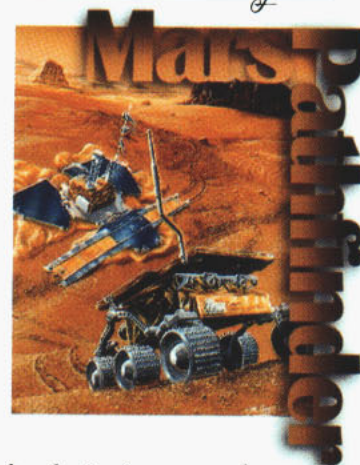
subsystem for a landing 190 million miles from Earth -- with no repairman in sight if something goes wrong. That posed the biggest challenge for JPL. "Each step in this extended series of events -- the

descent and entry process -- must work properly," said Dr. Les Compton, lead engineer for RAD.

Bill Martin, a member of the Weapons Division's CrewSystems Department, was the project manager

for China Lake testing of the RAD subsystem. "Step-by-step testing at China Lake gave us confidence in the subsystem's ability to function on Mars."

Martin and his group were initially responsible



## Three sisters call the Navy home

**USS MOUNT WHITNEY** — When young people join the Navy, they are often faced with the uncertainties of leaving their homes, families and friends for the first time. This was the case for three sisters from Browns Valley, Minn. After devoting their lives to their careers, the Navy is not only their home, but a part of their family.

Their story spans nearly 20 years from a time when they decided to see the world, learn a career and seek adventure.

When Chief Hospital Corpsman (SW) Vicki Dew wanted to pursue a medical career in 1976, she went to Corpsman School in Great Lakes, Ill., and is now stationed at the Navy and Marine Corps Reserve Center, Washington, D.C.

In June 1980, her sister, Chief Disbursing Clerk (SW) Donna Dew, currently assigned to USS *Mount Whitney's* (LCC 20) disbursing office, graduated from high school and was on her way to basic training, Orlando, Fla.

Donna wanted a career in accounting and after talking to a recruiter, decided to become a disbursing clerk. While at Disbursing Clerk school, she received orders to the Personnel Support Detachment, Crystal City, Arlington, Va. This allowed her to be located near her older sister, Vicki.

The following year in September 1981, the third sister, Chief Disbursing Clerk (SW) Rita Drew (her current married name), was working as a clerk typist, but felt she needed a change in her life. She also was interested in accounting and after talking with her sisters, began her naval career.



DKC(SW) Rita Drew, HMC(SW) Vicki Dew and DKC(SW) Donna Dew serve together in the Patuxent River, Md., and Norfolk, areas.

As luck would have it, there were an abundance of assignments open for disbursing clerks in Washington. When Rita was assigned to Personnel Support Detachment, Crystal City, all three sisters were united. (The sisters were featured in the November 1982 *All Hands*).

"It was great to be stationed together," said Vicki. "It's always nice to have family near you when," she continued and her sister Rita finished her sentence, "you're in a different world."

After completing their tours in Washington, the Dew sisters were scattered throughout the Far East and were finally reunited in the Norfolk area in 1991 to 1992.

When asked if they thought they would have made the Navy a life-long career, their answers varied. Rita said, "I didn't plan on staying in quite so long."

Donna noted she planned on staying at least 20 if not 30 years, while Vicki said, "They called me Master Chief in boot camp. I plan to stay in until I'm told to leave." ‡

for designing procedures, fabricating the hardware, building the specialized parachute and tether systems required for the test and coordinating the range operations and data gathering.

Pathfinder's retro-rockets were tested at China Lake's G-2 drop zone using a helicopter from the Naval Weapons Test Squadron to carry the package to altitude. Later tests, also at China Lake, used full-scale, flight-type hardware. ‡

## PROGRAM HELPS NEW SAILORS REMAIN SMOKE-FREE

**GREAT LAKES, ILL. --** Young Sailors can achieve a tobacco-free existence after recruit training thanks to a DOD grant to Naval Hospital Great Lakes, Ill., and Naval Dental Research Institute (NDRI).

"A smoke-free Navy in 2000 starts with recruits," said CAPT Jon Bayer, director of community health at Naval Hospital Great Lakes.



# Around the Fleet

The hospital's responsibility is to develop a follow-up system to encourage individuals to remain non-smokers. NDRI's role is developing a program for recruits who use smokeless tobacco.

Recruits fill out health forms when they come to recruit training stating whether they use tobacco and how much. Statistics show that 42 percent of all new recruits are smokers when they enlist. Twenty percent of military members Navywide are smokers.

"Some young people start smoking as early as age 10," Bayer said. "We take advantage of the nine weeks of boot camp when they are not smoking. It is also important that leadership set an example." †

## SUBMARINE SQUADRON 4 REACTIVATES

**GROTON, Conn.** -- Submarine Squadron 4 recently reactivated after a two-year break at Naval Submarine Base Groton, Conn. VADM Richard W. Mies, commander, Submarine Forces, U.S. Atlantic Fleet, was the guest speaker at the reactivation ceremony.

Established in 1930 with operations based in Pearl Harbor, the squadron was moved to Charleston, S.C., in 1959, as part of a dispersal plan to make the Atlantic Fleet less vulnerable to nuclear attack. With

the closure of Naval Base Charleston, S.C., in 1995, the squadron was inactivated.

The new Submarine Squadron 4 will have the following vessels assigned:

USS *Trepang* (SSN 674), USS *Billfish* (SSN 676), USS *City of Corpus Christi* (SSN 705), USS *Providence* (SSN 719), USS *Miami* (SSN 755), USS *Annapolis* (SSN 760) and USS *Hartford* (SSN 768). †

## Naval Reservists aid U.S. Coast Guard during oil spill recovery exercise



Photo by JO1 need

ET1 Don Begin, left, and EN3 David Meyers carry the outrigger clamp over to the commercial tug for installation.

Members of the Naval Environmental Action Team (NEAT) 1 participated with the U.S. Coast Guard from the Marine Safety Office located in Tampa, Fla., for an oil spill recovery exercise on Tampa Bay.

The exercise was for both training and a demonstration of the Vehicle of Opportunity Skimming System (VOSS). The VOSS equipment both corrals and skims oil off the surface of the water during a clean-up. The Naval Reservists and Coast Guardsmen hooked up and deployed from the commercial tug *Trooper* a 42 foot aluminum outrigger, 100 foot containment boom, diesel hydraulic prime mover and a skimmer/pump.

The members of NEAT 1 gained excellent hands-on experience to add to the classroom instruction and Occupational Safety and Health Agency (OSHA) qualifications received during the last year of training. NEAT 1 is on call for containing and cleaning any Navy generated oil or hazardous substances (OHS) spill in the eight-state Southeastern region of the United States. †

## VIRTUAL NAVAL HOSPITAL ON-LINE

**WASHINGTON** -- A hospital on the Internet? There are no doctors or patients, but the Virtual Naval Hospital (VNH) does contain health care information.

The VNH is a digital health sciences library designed to provide medical information to help providers take better care of their patients and help Sailors and Marines and their families live healthier lives.

"This is unlike any other tele-library initiative in DOD," said CAPT Richard S. Bakalar, medical sponsor for VNH. "This web site targets primary care providers such as GMOs (general medical officers) and [independent duty corpsmen]. Sailors and Marines at sea or on shore now have direct access to easy-to-understand medical information."

Patients can access information on first aid, consumer health textbooks and organizations, 25 health topics on preventive medicine and Internet search tools.

Providers can access links to disease information on the 80 most common medical problems seen at sea, common medical procedure descriptions, occupational and environmental health issues, medical textbooks, professional health organizations,





GMO manual, and Navy and DOD Internet resources.

"This is about continuing medical education to the deckplates anywhere there is Internet connectivity," said Dr. Michael P. D'Alessandro, VNH's architect. "For those who do not have a connection to the Internet, a CD-ROM will be available." The VNH Homepage address is <www.vnh.org>. ‡

## NOSTRA RECEIVES 1997 ENVIRONMENTAL AWARD

YORKTOWN, Va. -- The military's only full-service prescription eyewear laboratory and Tri-Service Optician School recently received the 1997 Environmental Excellence for Business Award at the annual convention for the Opticians Association of America.

The award recognized the most significant initiative (in the category of 100 or more employees) to improve the optical business operation in an environmentally acceptable manner.

Producing nearly 400,000 pairs of eyewear, and training approximately 100 students each year, NOSTRA (Naval Ophthalmic Support and Training Activity) maintained a 100 percent compliance of all federal, state, and local environmental regulations for

## Sailors prevent accident on USS John F. Kennedy

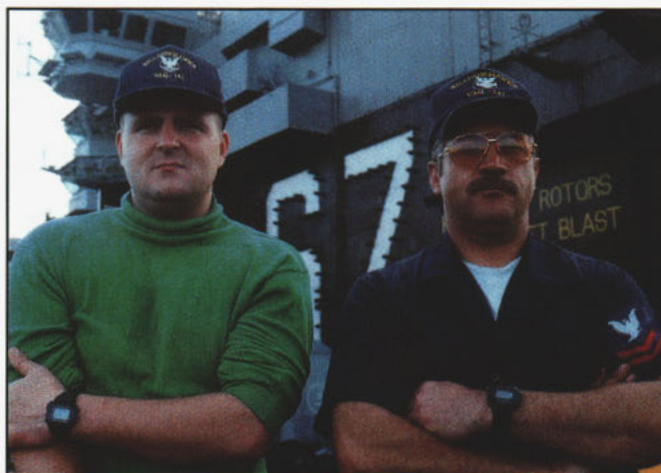


Photo by JOT/AM1 Michael Hart

AMEAN Marc Andrews and AME2 Timothy Taber averted a recent accident aboard JFK.

WHIDBEY ISLAND, Wash. — Quick action by two Sailors from Tactical Electronic Warfare Squadron (VAQ 141) averted a potential accident on the flight deck of USS *John F. Kennedy* (CV 67) during a recent Joint Task Force exercise off the North Carolina coast.

Aviation Structural Mechanic (Safety Equipment) 2nd Class Timothy Taber and AME Airman Marc Andrews were notified by an aircrewman that their EA-6B aircraft had an apparent liquid oxygen (LOX) gauge malfunction. When Andrews looked at the LOX bottles, he immediately called for Taber.

Andrews pointed to a nonventing LOX bottle, which was swelling and frosting over. Taber knew that it was only a matter of time before the LOX bottle would explode, endangering people and other aircraft. Nearby fuel hoses magnified the severity of the hazard. Taber directed Andrews to call a crash cart crew to help dispose of the bottle.

While the crash crew cart was on the way, Taber pulled the LOX bottle out of the aircraft and carried it to an emergency bomb disposal chute on the ship's starboard side.

Taber said later that he was afraid of the LOX bottle exploding while shooting it over the side. "I knew it was just a matter of time before it blew," he said.

Taber was awarded the Navy-Marine Corps Achievement Medal. ‡

more than 5 years. NOSTRA effectively eliminated more than 50,000 gallons of nonhazardous liquid waste. Some of the command's innovations were adopted by several other major optical manufacturers. ‡

## SIMA SAN DIEGO HONORED FOR QUALITY CONTROL

SAN DIEGO -- Shore Intermediate Maintenance Activity (SIMA) San Diego was recently honored at the National Quality Conference held in Washington, D.C. The conference honored recipients of the Presidential Quality Award presented by Vice President Al Gore.

SIMA San Diego was the only Navy command honored at this year's conference. The command received the award as a result of improved work processes implemented over the past few years, increasing productivity by more than 30 percent.

One of the factors contributing to SIMA's success is an empowered work force who takes ownership of their processes. The efforts for quality at SIMA can be seen through the improvements in several shops. A reduction in product turnaround time was one of the major improvements realized at SIMA. ‡



# Around the Fleet

## HSL-42 RECEIVES GRAMPAW PETTIBONE AWARD

WASHINGTON -- Helicopter Antisubmarine Squadron Light (HSL) 42 was recently selected as the 1996 Grampaw Pettibone Award winner in both the unit and

individual categories.

This award is given for the most significant contributions toward aviation safety awareness through publications. During 1996, HSL-42 submitted more than 50 articles for publication that involved all aspects of naval aviation. The squadron has more

than 94,000 class A mishap-free flight hours, LT Billy Carter, responsible for the squadron's Naval Air Training and Operating Procedures Standardization program and Search and Rescue operations during 1996, won the individual award for his personal contributions to aviation

safety and mishap prevention. ‡

## USS BLUE RIDGE PAYS FIRST PORT CALL TO CHINESE HONG KONG

HONG KONG -- USS *Blue Ridge* (LCC 19) is the first U.S. Navy ship to pay a port-call Hong Kong since the reversion to Chinese rule on July 1.

Hong Kong has long been a favorite stop for Sailors on deployments to the Western Pacific, Indian Ocean and Arabian Gulf. More than 60 U.S. Navy ships a year typically call on Hong Kong to break up the long deployments at sea.

The decision to allow U.S. Navy ships to call on Hong Kong following the reversion from Britain to China came after talks between Chinese Vice Premier Qian Qichen and U.S. Secretary of State Madeline Albright.

"I believe future U.S. Navy port calls to Hong Kong will continue the friendship and respect Americans feel for the people of Hong Kong," said Vice ADM Robert J. Natter, commander U.S. 7th Fleet. "Visits like this by *Blue Ridge* also demonstrate the U.S. commitment to regional security."

While in port, *Blue Ridge* continued its tradition of conducting a community relations project for a local orphanage. Sailors also participated in sporting events with local organiza-

## Sailors Touch Lives of Thai Youth

PHITSANULOK, Thailand -- Two sailors work side-by-side -- one is Thai, the other American. They have learned important lessons from each other during *Cobra Gold* 1997, the largest strategic mobility exercise involving U.S. Pacific Command forces. In the midst of *Cobra Gold* 1997, American and Royal Thai Naval forces teamed up to refurbish Wattatikian Elementary, a rural Thai elementary school with an enrollment of 75 students.

In addition to painting, the Sailors replaced the rusted, corrugated roof and repaired three cisterns that are used to collect rainwater for drinking purposes. The volunteers completed work on three new washrooms and installed new playground equipment.

Nineteen-year-old Seaman Recruit William R. Alford II of Kokomo, Ind., reflected on his time spent working on the school. "Most kids back in high school, in the United States, don't think about places like this," Alford said.

"You see it on television sometimes but you don't really understand until you've been here," he added.

One of the hardest workers during *Cobra Gold* '97, was Naval Criminal Investigative Service (NCIS) agent Jeff Norwitz of West Hartford, Conn. During



NCIS Agent Jeff Norwitz gives away candy after students are able to identify which hand it's in.

one of his first visits to the school, he discovered the interior fluorescent lights had not worked for years. Norwitz helped spearhead a fund drive that raised nearly \$1,000 which was used to replace lights, install new wiring and purchase fire extinguishers.

During a recent dedication ceremony, the volunteer force was highly praised. "This wasn't a Thai project. This wasn't a U.S. project," said RADM Robert C. Chaplin, Commander Amphibious Forces 7th Fleet. "This was a combined naval forces project -- united in every sense of the word. It's the essence of *Cobra Gold*."

Today, the community of Phitsanulok, Thailand, will never forget their American friends who gave them a school and a future. ‡

Photo by CAPT Norris Jones





tions including a soccer game.

Sailors from USS *Patriot* (MCM 7) and USS *Guardian* (MCM 5) both forward-deployed to Sasebo, Japan, joined the crew of *Blue Ridge*.

"I've been to Hong Kong six times and I've liked it every time," said Yeoman 2nd Class Jack M. Hutton Jr., from Ogden, Utah. "I love the food there and the window shopping, I doubt much will be different since I visited in February." ‡

## U.S. SUPPORT GROUP AIDS HAITIANS

PORT-AU-PRINCE, Haiti -- Since March of 1996, more than 350 Humanitarian Assistance "Health Calls" have been conducted by U.S. Support Group, Haiti, medical units at more than 100 sites throughout Port-au-Prince. About 150 to 300 Haitians are seen each Health Call. Health Calls provide everything from vaccinations to minor surgical procedures.

The U.S. Support Group is comprised of members from the Fleet Hospital 5, Bremerton, Wash., and four members of the Canadian Force Medical Services.

Through U.S. Support Group, Haiti Humanitarian Assistance, there have been more than 28,000 Haitians aided. ‡

## Ike rescues civilian diver lost at sea

**ABOARD USS DWIGHT D. EISENHOWER** -- The crew of USS *Dwight D. Eisenhower* (CVN 69) and members of Carrier Air Wing 17, rescued a civilian diver who was lost at sea 53 miles east of Mayport, Fla., and had been adrift for 24 hours.

The civilian diver, George Labahn from the Mayport area was reported missing after being separated from his diving boat *Brand X II* the day before. Labahn was spotted in the water by a junior "Ike" Sailor, Airman Williams. "I looked over the side and there was this guy waving at me from the water," said Williams.

Ike sent their Search and Rescue (SAR) helicopter from Helicopter Squadron (HS) 15 to retrieve Labahn. The diver was brought aboard the carrier, treated for fatigue and dehydration and then taken back to Mayport on a U.S. Coast Guard helicopter.

"I really appreciate everything you've done," Labahn told CAPT Greg Brown, commanding officer of *Dwight D. Eisenhower*. "I [recently] attended the funeral of the last guy who had something like this happen to him."

The conditions under which Labahn was spotted were extraordinary. Ike had just set sail from Mayport heading back to Norfolk, with 600 friends and family members on board participating in a "tiger cruise."

Shortly after getting underway, CAPT Richard Gallagher, the executive officer, conducted a man overboard drill designed to familiarize the "tigers" with standard procedures to follow in case someone falls over the side. "It is paramount that our friends and family



U.S. Navy photo

George Labahn is escorted to a waiting Coast Guard helicopter for transport back to Mayport, Fla., after Eisenhower's SAR team rescued him.

members know where to go during a man overboard scenario so that we can quickly and accurately account for them," said Gallagher.

At the conclusion of the drill, as crew members, family and friends were dispersing from assigned gathering points, Labahn was spotted.

"Man overboard, This is not a drill!" was passed over the ship's general announcing system instructing everyone to return to the gathering areas to confirm who was missing.

"We initially thought that the man spotted must have come from Ike because we were so far out to sea," said Gallagher, "But I became suspicious when a complete and accurate muster of those on board revealed that no one was missing!"

When asked about the rescue, Brown said, "It's absolutely incredible! What are the odds of coming across someone 53 miles out to sea after just practicing for this sort of contingency," followed by 10 seconds of silence. That's one lucky guy." ‡



# Charthouse



## Enlisted Warfare Qualifications change

An enlisted warfare qualification requirement for advancement to E-6 and above is being phased in during the next three years in a move designed to focus qualifications on mission effectiveness.

Chief of Naval Operations Admiral Jay L. Johnson issued NAVOP 008/97 to ensure warfare qualification standards are current, support Navy priorities and are consistent with the Navy's guiding vision.

Three changes will be phased in during the next three years. All E-5 and above serving at sea, must be warfare qualified to advance in pay grade. Re-qualification of a condensed (command specific) PQS will be required in subsequent sea tours. A core PQS and ship/unit specific PQS will be established which, in combination, will constitute initial qualification criteria. Thereafter, only the condensed (command specific) PQS will be required to maintain the currency of the requirement.

A forthcoming NAVADMIN details



Photo by PH1 Jim Hampshire

these changes, which will apply to all enlisted warfare programs and are designed to permanently align qualifications to focus on warfighting and mission capability of the ship, squadron or unit. Enlisted warfare qualification programs are at the very heart of mission effectiveness and the capability of the Navy.

Warfare qualification is credible, prestigious proof of sustained superior performance in the Navy's unique operational environment, and is a vital ingredient of the professionalism needed to operate the Navy of today and tomorrow. The initial qualification is a major milestone in a Sailor's professional development and formally recognizes initiative, technical competence and readiness for increased responsibility.

Warfare qualifications mesh perfectly with the CNO's four stars in the Navy's guiding constellation. Warfare qualified Sailors are an essential element of U.S. Navy "Operational

Primacy." Sailors must know the warfighting capability of their ship, squadron or unit and be totally familiar with the mission of their command to achieve this objective.

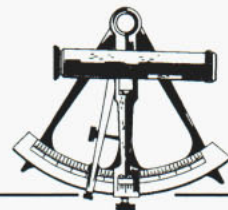
The professional achievement of warfare qualification is key to the development of "Leadership" skills carried through all ranks.

Achievement of warfare qualification by all hands is both the mark of, and the foundation for "Teamwork." Long-term, effective command programs are never the product of one or two leaders.

Warfare qualification is a symbol of the professional "Pride" of every Sailor who earns a warfare insignia. Changes will effect those serving in Type 2 and 4 Sea Duty and will apply to the March 2000 advancement cycle. This transition period will allow the fleet to approach these changes in a deliberate manner. The requirement is a great opportunity to increase both the individual and overall professionalism of the Navy. ‡

Source: Office of the MCPON





## Spouse collocation assignment policy modified

Several modifications to the Navy's military couple assignment procedures are now in effect, according to the Bureau of Naval Personnel (BUPERS). Three of the modifications listed in NAVADMIN 148/97 address simultaneous sea duty for first-term personnel and spouses in a training status.

BUPERS' goal is to avoid involuntary simultaneous sea duty assignments (Type 2, more than 150 days away from home port; or Type 4, overseas homeported) for new accessions and first-term personnel; but couples may now be assigned to sea duty if it is consistent with the Navy's needs and the member's training



requirements.

If a couple is assigned to sea duty, BUPERS will attempt to geographically collocate both Sailors. The senior member of E-1 through E-4 couples may receive BAQ/VHA at the single rate while on simultaneous sea duty.

Under the training modifications, if one or both members are

going into a training status, BUPERS will keep collocation requests on file to assist collocation efforts after the training assignment. Members who request duty under instruction training must be advised that they may not be eligible for spouse collocation in conjunction with the training assignment.

For further information on spouse collocation, service members should refer to the Enlisted Transfer Manual (Article 3.21) and the Military Personnel Manual (Article 1860340). For questions on the policy modification, contact LCDR R.F. Dodge, PERS 2210, at DSN 225-3868 or (703) 695-3868. ‡

## DOD standardizes in-service tuition aid

All service members will be entitled to uniform tuition assistance benefits under a new DOD policy.

Under the new policy, slated to go into effect October 1998, all services will pay 75 percent of the cost of college and university tuition for off-duty courses up to a maximum of \$187.50 per semester-hour. For a typical, three semester-hour course that hits the \$187.50 per hour limit, the military would pay \$562.50 and the individual \$187.50.

Implementation was delayed to give the services time to budget for the mandated funding levels. The policy also includes a \$3,500 per year tuition assistance cap per service member. Costs for high school

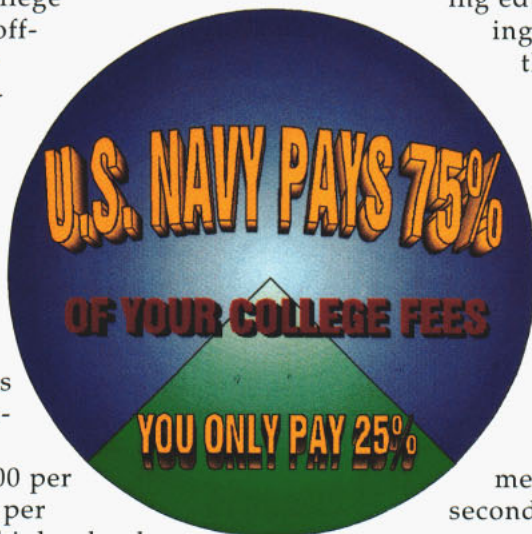
equivalency programs will continue to be fully funded.

Each service currently uses its own formula for providing tuition assistance, according to Otto J. Thomas, DOD's chief of continuing education. "In addition to deciding how much money they pay, the services establish their own per-course and per-year

limits and overseas funding rates," he said. "Installation commanders in some cases can redirect tuition assistance funds to other local programs."

Thomas said the difference between services' benefits could vary by up to \$300 per course.

About 300,000 service members take advantage of post-secondary courses each year. ‡





# Shipmates



**Photographer's Mate Airman Apprentice Eric Yujiro Murata** was selected Junior Sailor of the Quarter (2nd Quarter 1997) at Fleet Imaging Center Pacific San Diego. Murata, a Mission Viejo, Calif., native, was selected for his outstanding progress toward his Naval Air Crewman qualification and also his excellent photographic coverage of the People's Republic of China Navy ship visit to San Diego.



**Legalman 1st Class (Aviation Warfare) Laura L. Cromeans** was awarded the Captain Winifred Quick Collins Award for Inspirational Leadership. The Helena, Ark., had also been selected as 1996 Legalman of the Year Navywide. Cromeans is currently assigned as the leading petty officer and senior legal technician for the Office of the Staff Judge Advocate for Commander, Naval Base, Jacksonville, Fla.



**Hospitalman 1st Class Shellie Mackson** was selected as the Greater Memphis Area Senior Sailor of the Quarter, 1st Quarter, 1997. The Lakewood, N.J., native was recognized for his outstanding accomplishments as a manpower analyst, command medical liaison and HIV-AIDS awareness instructor. Mackson is assigned to the Naval Manpower Analysis Center.



**Chief Radioman (Surface Warfare) Carlos Ivan Oliveras**, received the Joint Service Achievement Medal for service as the Acting Terminal Equipment Section Chief in Headquarters, Allied Forces Central Europe, Brunssum, The Netherlands. A Painesville, Ohio, native, his outstanding leadership led to his nomination for the U.S. Naval Forces Europe 1996 Leadership Award by the Senior U.S. Naval Officer.



**Curtis Littleton** of the Naval Supply Systems Command was named Central Pennsylvania's Federal Employee of the Year by the Central Pennsylvania Federal Executive Association (FEA). Littleton is a supply systems analyst assigned to the Policy Branch of the Food Services Division of NAVSUP and was honored for his numerous contributions to the division and the community.



**Chief Radioman Yvonne Kitchen** received a Zenkokai Good Deeds Award from Japanese Prime Minister Ryutaro Hashimoto's office. The award is given to foreigners whose benevolence has helped the Japanese public. Kitchen, a New Jersey native, assigned to Commander, Fleet Air Western Pacific, received the award for sponsoring projects to unite NAF Atsugi Girl Scouts with scouts from the nearby cities.



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An F/A-18C *Hornet* from the "Sidewinders" of Fighter Attack Squadron (VFA) 86 prepares to launch from the flight deck of the aircraft carrier USS *George Washington* (CVN 73) during night operations.





Photos by JCI (AW) Michael Hart

**Name:** AA Jessie I. Crosby

**Assigned to:** USS John F. Kennedy (CV 67) Air  
Department

**Hometown:** Salem, Ala.

**Job description:** Tower operator in primary flight control;  
responsible for tracking all airborne aircraft.

**Achievements:** Visited St. Maarten last November.

**Hobbies:** Reading, traveling and taking walks.

**Best part of the job:** "It's fast-paced and demanding.  
While we're at sea time flies by."

**Key to success:** "Keep your eyes straight ahead and don't look back."

